

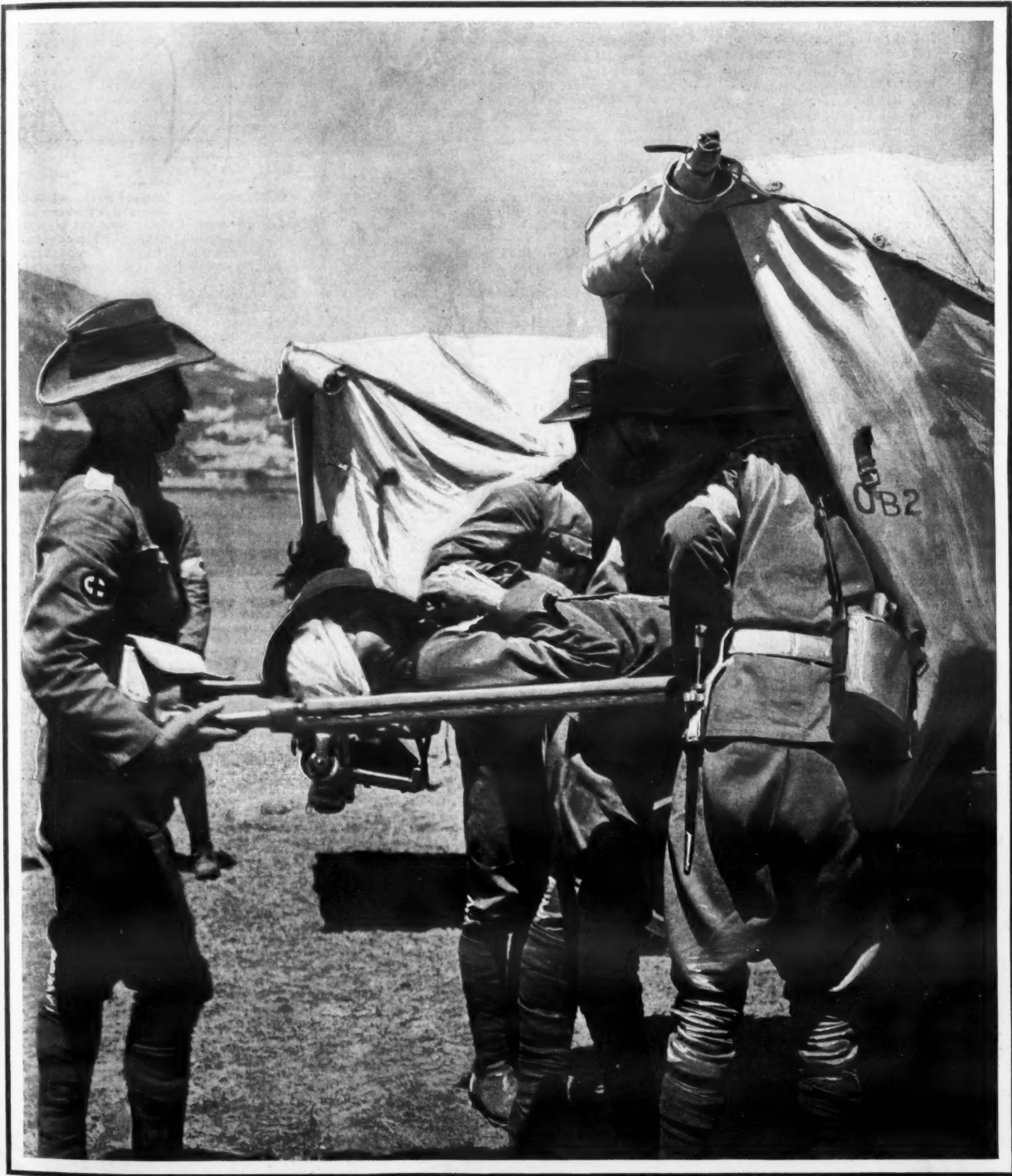
LESLIE'S WEEKLY

ILLUSTRATED

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THE SANGUINARY CAMPAIGN IN SOUTH AFRICA.

AMBULANCE-WAGONS RECEIVING THE ENGLISH WOUNDED DURING THE FIGHT ALONG THE MODDER RIVER.—STEREOSCOPIC PHOTOGRAPH
BY UNDERWOOD & UNDERWOOD, NEW YORK.

LESLIE'S WEEKLY.

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SATURDAY, FEBRUARY 24, 1900.

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States with Two Governors.

A FEW days ago a Spanish paper published in Mexico sarcastically called for foreign intervention, "in the interest of civilization," in the "civil war" which it said was under way in Kentucky. Comments on the Kentucky affair disparaging to the United States also appeared in many European journals. Surprise was likewise shown in most of them that the United States government declined to interfere in the case.

When Washington, Hamilton, Madison, Gouverneur Morris, and their colleagues in the Philadelphia convention of 1787 created a government in which the individual citizen would owe allegiance to two sources of authority, the State and the United States, they made a wide departure from the usages which prevailed in all the other nations which the world had seen along to that day. The Old World is so accustomed to seeing peoples governed from London, Paris, Berlin, and the other capitals of the respective countries, that it cannot understand either the utility or the possibility of one sort of government from Washington and another kind from Albany, Boston, Richmond, Jefferson City, Sacramento, and the capitals of the rest of the forty-five States. To Europe this is a bewildering and a reckless waste of energy.

But Madison, Hamilton, and their fellow constitution-framers defined the scope of operation of the national and State governments with a fair degree of precision. The sphere of each was marked out, and there was not much chance left for a conflict between them. Washington is the only American capital which the outside world knows, and the authority emanating from that centre is supreme throughout the entire national domain, yet that which is exercised from the individual citizen's own State touches him far more frequently and at a far greater number of points.

The Constitution says that "the United States shall guarantee to every State in this Union a republican form of government, and shall protect each of them against invasion; and on application of the Legislature, or of the executive (when the Legislature cannot be convened), against domestic violence." As the conditions which would justify Federal interference did not prevail in Kentucky, the Washington authority kept its hands off.

In Kentucky two men claimed to be Governor. One of them, Taylor, was chosen by a plurality of the people, and was seated at the outset. The other, Goebel, was, by the Legislature, in which his partisans were in the majority, declared elected, and he was shot just before this decision was made, and died soon afterward, the candidate for Lieutenant-Governor on his ticket, Beckham, who also made a contest for his office, then acceding to Goebel's claim to the Governorship. The Legislature was divided on partisan lines into two sections, each for a time meeting in different towns, and each hostile to the other.

South Carolina, Alabama, Mississippi, Louisiana, Arkansas, and others of the eleven ex-Confederate States had, during the reconstruction period of 1865-77, at one time and another, a situation somewhat similar to that of Kentucky at the present time. There was a disputed authority in Maine in 1880 and in Connecticut in 1891. In some of the Southern States the Federal government interfered for a time, as a condition of civil war prevailed, but the central authority carefully refrained from taking sides even when it did intervene. The Washington government never overstepped the authority set forth in the Constitution. The delicate balance of powers between the State and the nation has usually been observed, for when President Cleveland, in 1894, intervened in Illinois, against the protest of Governor Altgeld, in the Debs insurrection, it was to protect United States property and to prevent interference with trains carrying the mails.

"Sir," said the greatest man whom Kentucky ever produced, "I have seen other anxious periods in the history of our country, and if I were to venture to trace the cause of our present dangers I should ascribe it to the violence and intemperance of party spirit. I hope it will not be out of place here to implore of Him who holds the destinies of nations and individuals in His hands to calm the violence and rage of party, to still passion, to allow reason once more to resume its empire." These impressive words of Henry Clay, uttered in advocacy of the compromise measures of 1850, are particularly applicable to Kentucky at the present day, when it is a State divided against itself, as the nation was when Clay made this eloquent appeal to calm

the "rage of party" and to "still passion" just fifty years ago.

The New Century's Manly Woman.

In the next issue we shall print a special contribution by Miss Susan B. Anthony, whose eightieth birthday her numerous friends throughout the country are about to celebrate, and who writes for *LESLIE'S WEEKLY* in her strongest vein on the subject of "The New Century's Manly Woman." Every one will be interested in Miss Anthony's view of this subject. Other contributions which will shortly follow include "The Monroe Doctrine and Our Navy," by Captain A. T. Mahan; "Shall We Become a Maritime Power?" by the Hon. Eugene T. Chamberlain, commissioner of navigation; "The New Century's Controlling Influences," by Dr. Charles F. Thwing, president of the Western Reserve University; "Our Opportunity in China," by Dr. William Elliot Griffiths; "The New American Union," by Mr. Clarke Howell, editor of the *Atlanta Constitution*; "Why Wages Are Low in the South," by the Hon. Carroll D. Wright, commissioner of labor at Washington; and others by notable men and women whose positions entitle their opinions to special consideration.

Lincoln and the South.

It will be noticed that the celebrations of Lincoln's birthday anniversary which have just taken place were more widely extended and hearty than ever before. The observances were particularly general and enthusiastic in the West and the South. Though Lincoln, like Washington, is too large a personage to be claimed by any especial State or section, yet he was a Southern man by birth, and a Westerner by development, and by the broad democracy of which he was the most conspicuous exponent of the century.

The South, however, has a better reason than any which could be based upon birth for its affection for Lincoln. This particular reason, when fully stated, will show the changes which have taken place in the country's sentiment and condition since Lincoln's days, and the influence which he exerted in bringing them about.

At Lincoln's death, just after Appomattox, the South instantly perceived that the one man in the United States who had both the power and disposition to heal the wounds of the war at the earliest possible moment, and to make the South's resumption of its old relations to the Union easy and simple, was gone. Lincoln was opposed to the immediate and indiscriminate negro suffrage which Congress evolved in the fight with Lincoln's successor, Johnson, and which was carried over Johnson's veto in 1867. This was shown clearly by Lincoln's letter to Michael Hahn in 1864, whom he appointed Governor of Louisiana, and by his general scheme of reconstruction, which purposed to leave the suffrage to the States, as it had been hitherto all over the country.

Reconstruction on the Lincoln plan, which probably would have been accomplished, notwithstanding the opposition to it among the radicals of his party, if he had lived two or three years longer, would have averted the orgies which occurred in most of the ex-Confederate States in the dozen years following 1865, and have brought before 1870 that reconciliation between the sections which did not make its final appearance until the pressure of the Spanish war of 1898.

Some of the Presidents had a little of the Lincoln spirit, though the reconstruction scheme which had been adopted prevented them from giving this spirit the scope which Lincoln contemplated. President Grant made a beginning in holding out the olive-branch to the South when he appointed the distinguished ex-Confederates, Longstreet and Mosby, to Federal office. Hayes followed in Grant's footsteps when, just after taking office in 1877, he removed the troops from South Carolina and Louisiana. Arthur, in 1881 and in all his messages afterward, refrained from mentioning the South as a political entity, thus endeavoring to show that the Southern question as a disturbing issue had ended.

A Democratic Congress in 1894, against only a perfunctory opposition by the Republicans, repealed the Federal election laws, which had been peculiarly obnoxious to the South, and President Cleveland signed the bill. In the excitement attending the Venezuelan dispute of 1895-6, when war with England was threatened, Congress repealed, by a practically unanimous vote, the barrier which prevented officers who resigned from the army to take service in the Confederacy from holding posts in the army afterward, and under that legislation Wheeler and Fitzhugh Lee were put in the military service in the Spanish war, and have remained in ever since.

This practical exhibition of the Lincoln spirit has, a third of a century after Lincoln's death, removed all irritation between the sections, has produced a new Union, has made some of the southern Atlantic and Gulf ports rivals of New York and Boston in the exportation of certain sorts of commodities, and has placed South Carolina, the State of Calhoun, second to Massachusetts and in advance of every other State in the extent of its cotton manufacture. Lincoln's Emancipation Proclamation and the thirteenth amendment which it rendered logically certain, have transformed the nation and have given the South a wealth, a prosperity, and a social influence and power beyond the wild dreams of Calhoun, McDuffie, and Jefferson Davis.

A Subsidy not a Steal.

It will be a misfortune if the bill providing for subsidies for the American merchant marine should fail at this session of Congress. There is an evident determination to defeat it, and to this end its opponents are giving out figures intended to show that some of the steamship lines would enormously profit by the new legislation. Among others who have been singled out especially for attack is the American line, the one in which every patriotic citizen should take special interest. We are glad to notice that our wide-awake commissioner of navigation at Washington, the Hon. E. T. Chamberlain, who has filled his office with conspicuous ability, does not hesitate to point out the injustice of the attack upon the International Navigation Company. He says that under the proposed bill it is estimated that

this company would be entitled to subsidies aggregating about \$2,151,000, and that while this seems a large sum, the tonnage involved is almost exactly equal to the tonnage in 1897-8 of the subsidized mail steamships of the greatest British company, the Peninsula and Oriental, which received from the British government \$1,600,000. The vessels of this company constitute, as Mr. Chamberlain points out, the main stay of the British fleet of auxiliary cruisers, and yet its vessels are smaller, less modern, and less speedy for the most part, than those of the International Navigation Company. The value of the splendid fleet of the American line in case of emergency was demonstrated during the Spanish war, and it is not surprising that Commissioner Chamberlain resents the imputation that it is a "steal" to create an American fleet of ocean steamships superior at every essential point to that of the great British company, for which the English government is now paying a subsidy three quarters as large as we propose to pay to the American line. It is unfortunate that the demagogic cry of "steal" is often effectively used to pervert a patriotic purpose.

The Plain Truth.

A SENATE committee has decided that "Porto Rico" is the proper spelling of our new island territory, and not "Puerto Rico," after the local and Spanish usage. The spelling adopted by the committee ought to prevail. It is the easiest and simplest form, and in accordance with common-sense principles. Whenever an opportunity presents itself, as in this case, to choose between a phonetic form of spelling and an intricate or more involved form, the former ought always to be adopted. Silent letters and fantastic combinations in words impose a useless and wholly unnecessary tax upon the memory and intellect, and they ought to be ruled out of the English language as rapidly as possible. Life is too short and time too precious to be spent in trying to master the absurdities of the spelling book which have no excuse for existence.

It is a rare day when that agile and pervasive little monster known as the microbe does not appear in some new and startling rôle as a destroyer of human peace and happiness. His latest piece of villainy has been to attach himself to books, and thus to threaten that source of innocent pleasure and real profit. A free public library in Scranton has been closed for an indefinite period because of a local epidemic of scarlet fever and diphtheria, and the fear that the circulation of books in the community would help to spread the microbes or germs of these diseases. It is easy to believe, and for obvious reasons, that a free circulating library might become for a time a dangerous institution as a disseminator of disease germs, and thus justify such action as that taken by the health authorities in Scranton. What the result would be if a microbe and a bookworm should once come in contact is another question.

Manufacturers of bicycles predict that 1900 is to be the greatest year for their business that this country has ever seen, and they base this prediction on the size of the orders already received. The West, especially, is sending in big orders. Good roads in the prairie districts and the prosperity of the farms account for it. While the well-paved cities of the East and West are pretty well supplied with machines, countless farm lads in the agricultural regions of the West and South are having their first experience with the bicycle, and this development of the trade bids fair to reach enormous proportions in 1900. A well-known bicycle expert figures that for every mile of good road constructed a sale of from ten to twenty bicycles in its vicinity can be expected. For a time there was a fear that the automobile craze might interfere with the bicycle business. On the contrary, its effect has apparently been to stimulate the movements of the wheel.

Another farmers' pest has made its appearance in the world, this time beginning its career in Belgium. It is in the form of the hamster, a small, rat-like creature. While the hamster has been hitherto by no means an unknown animal in Europe, it has only in recent years appeared in Belgium, and has there apparently developed a new and alarming appetite for all kinds of grain. It has increased so rapidly in numbers, and its ravages among the wheat and barley fields of Belgium have become so great, that the farmers and the government have united in measures of extermination. A large bounty has been offered for dead hamsters, and an energetic warfare is being waged against them. If to the *phyloxera*, the potato-bug, and the hundred and one other creatures that help to eat away the margin of profit in agriculture must now be added the hamster, the hard-working and deserving farmer will stand a poor show indeed. It is to be hoped that the grain-eating hamster of Belgium will not be allowed to infect the other European hamsters with his new and dangerous propensity.

A more interesting document has never been issued from the office of any State department than was embraced in the last annual report of Superintendent of Insurance Payn at Albany. It is characteristic of Mr. Payn to give expression to his convictions, which have behind them always the force of courage and honesty. He is not afraid to say what he thinks, and in his last report, instead of joining in the general outcry against capital, he expresses the belief that insurance companies should be relieved from some of their most oppressive taxes, and should not be made the subject of constant legislative interference. He says that "the continued and continuing assaults upon the insurance companies threaten serious impairment of their resources and their ultimate destruction unless this crusade is stopped." He shows that the fire insurance business during the past year has been conducted at a loss, and he sees no justification for forbidding compacts between the companies if they are found necessary for their successful conduct. The report is one of the most valuable contributions to the discussion of insurance matters that we have ever read, and it is all the more creditable to Superintendent Payn because he is among the first, if not the first, of our superintendents to point out that demagogic legislation is not justified even by the emergencies of politics, that insurance companies are intended for the public good, and that an assault upon their interests must obviously affect the public welfare.

PEOPLE TALKED ABOUT

It remained for a young journalist in Albany—Cuyler Reynolds—to revive the memory of Joseph Henry, who was really the first inventor of the electric telegraph in the United States, and to commemorate his centennial. Having occasion to write a sketch of Professor Henry and an account of his achievements, Mr. Reynolds conceived such an admiration for the great scientist, who, like himself, was a native of Albany, that he organized a public celebration of the hundredth anniversary of his birth, which occurred on December 17th, 1890. These commemorative proceedings included the passage of a memorial by Congress,



CUYLER REYNOLDS, THE EULOGIST OF PROFESSOR HENRY.

and the sounding of the historic bell used in 1830 in the Albany Academy when Professor Henry gave his first demonstration of the electro-magnetic telegraph. About this time a precious relic of the distinguished inventor came into the possession of Mr. Reynolds, in the shape of a small bar of steel which had been magnetized by contact with the original magnetic apparatus used by Professor Henry in his laboratory. That this bit of steel might be preserved in a more convenient form, Mr. Reynolds had it converted into a ring for his watch-chain. And in order that the original magnetism might not be lost, he hit upon the ingenious expedient of transferring the magnetism from the steel bar to a knife blade while the bar was passing through the heating process necessary for its conversion into a ring, and then restoring the magnetism to the ring by rubbing it upon the blade after the trinket was ready for attachment to the watch-chain, and thus in a condition to receive and retain it as before.

—Something of a sensation was created recently in the commercial circles of New York by the statement of President Callaway, of the New York Central Railroad, that no improvement of the Erie Canal system would make the latter a possible competitor to the New York Central Railway.



PRESIDENT CALLAWAY, ONE OF THE ABLEST RAILROAD EXECUTIVES IN THE WORLD.

He said that the \$60,000,000 which the canal commission had proposed to expend on the enlargement of New York's canal system would produce, if put at interest at four per cent., \$2,400,000 a year, and that the New York Central Railroad, for this amount of money, could afford to transport, free of expense to shippers, all the grain designed for export at New York or Boston that might be delivered at Buffalo. President Callaway added that the public ought to know that the amount proposed to be spent on the improvement of the Erie Canal would pay the present railroad rates on the entire business that the canal would be likely to do. President Callaway is one of the ablest railroad managers in the United States, and the position he holds signalizes the recognition of his rare executive ability and thorough mastery of the railroad business. In the discussion of questions affecting the interests of the New York Central he has been singularly clear, concise, and felicitous, and his one statement, to which we have referred, regarding the proposed \$60,000,000 canal appropriation has become the most powerful argument against the proposition thus far advanced.

—No man has had more to do in stirring up strife and causing bloodshed and misery in the Soudan during the past ten or fifteen years than Osman Digna, the dervish leader, and nearly all the world outside of that region will heave a sigh of relief that he has at last been captured and put into a good strong prison. The man who accomplished this difficult and praiseworthy deed was Sir Francis Wingate, commander of the British forces in the Soudan. The wily chieftain has been reported a captive or a dead man so many times before and so many times the report has proved unfounded that the reading public



OSMAN DIGNA, THE FAMOUS DERVISH LEADER, RECENTLY CAPTURED.

was justified in accepting the first news of his seizure this time with a high degree of suspicion, but there can be no doubt now of its truth. Osman Digna was for many years a successful trader in the upper Nile regions, and his transition from that unsavory business into the leadership of a band of cut-throat fanatics was rapid and easy. He is the son of a Turkish trader by an Arab wife of the Haden dona, a mixture which accounts in some measure for his cunning and cruelty, as well as for his undoubted gifts as a military man. He has figured conspicuously in most of the notable engagements in the Soudan in recent years, including those at Atbara, Omdurman, and Om Debirkat. It is said that when the Khalifa was slain at Omdurman, the ex-slave-dealer expected to succeed him in the rôle of prophet, and that the preference of Abdulla over him added another tinge of sourness to his vinegary disposition, caused him to be more careless of his own precious person, and thus led ultimately to his capture, and the end, probably, of his public career.

—A rare event in political history was that which took place in the House of Representatives at Washington, on February 2d, when the Hon. Joseph C. Sibley, elected to Congress as a Democrat from the Twenty-seventh Pennsylvania District, in the course of a speech on the Philippine question, announced his purpose to stand hereafter with the administration on that subject, as well as on other lines of Republican policy.



HON. JOSEPH C. SIBLEY, THE DEMOCRATIC CONGRESSMAN WHO HAS BECOME A REPUBLICAN.

Subsequently, in a letter addressed to the voters of his district, Mr. Sibley defined his position fully and clearly, and signified his willingness to stand as the Republican candidate from the district at the next election. In this letter Mr. Sibley reminded his constituents that when he was a candidate for their suffrages he had pledged himself "to support measures coming before Congress regardless of political bias," and this pledge he had maintained. He was with the administration now, he said, because he was in sympathy "with its actions of the past, the present, and its aims for the future, so far as they are outlined." In conclusion, he promised his "best efforts for a continuation of the present prosperity and those principles which, if I understand the aim of the Republican party at the present time, will further enhance and secure to all classes and conditions of society a more enlarged and general participation in the blessings of free government." Mr. Sibley has long enjoyed the reputation of being one of the ablest and most eloquent orators and political leaders in the country, and his fearless and manly action in the present instance, accompanying his change of political faith, will enhance rather than detract from the high regard in which he is held by men of all parties.

—The story of the early life of Eleanora Duse, the great tragic actress of Italy, is a most romantic one. She was born on a railway train between Padua and Venice, and her birth is registered in the books of the little village of Vigenano as having occurred on October 3d, 1859. She comes of a race of actors, for in the time of Goldoni one of her ancestors, also named Duse, was a famous comedian, and her grandfather was the founder of the Theatre Garibaldi, at Padua. Her father was Alexander Duse, and was a comedian of considerable fame in his own country. He was the head of a traveling theatrical company. Duse is the first of her family to be an actress, and she is the greatest of all of the Duses. She made her first bow to the public at the age of three years, and has been on the stage ever since. At the age of thirteen years she played *Francesca da Rimini*, and at fourteen, at Verona, the famous performance of *Juliet* that gave her the first breath of fame. It was not, however, until 1879 that she first created a name for herself in other lands than her own, and that was when, at the age of twenty, she acted in *Thérèse Raquin*, when the fame of her powers spread to Paris and London. Some people credit Duse with being the greatest living actress, as she is not so artificial as Bernhardt. She has certainly received higher prices than any actress who ever lived, for in her own Italy she was paid \$7,000 a night, and when she plays in Paris people willingly pay twenty dollars a seat to hear her. She is immensely wealthy, and has been engaged by the Liebler Company to appear in Hammerstein's new New York theatre, the Republic, a year hence, in a new play by F. Marion Crawford.



ELEANORA DUSE, THE WEALTHIEST ACTRESS IN THE WORLD.

—From the beginning of its history as a State, California has been represented in the Senate at Washington by men of strong character and eminent ability, and this high standard will be maintained by the recent choice of the Hon. Thomas R. Bard to succeed the Hon. Stephen M. White in that body. The election of Mr. Bard to the Senate was brought about in a manner which reflects the highest credit upon him and upon the Republican party in the State. He gained the honor without maintaining a political bureau or spending one cent even for what are regarded as the legitimate expenses of a political campaign. Personal merit and eminent fitness for the position were the controlling factors in his case. So strong were these influences in his favor that when it came to a final vote in the State Legislature his election to the Senate was made unanimous. Mr. Bard is a resident of Ventura, in southern California, and an extensive and successful land-owner in that part of the State. He has the reputation of being a shrewd, energetic, broad-minded, and public-spirited citizen, with a large knowledge of the needs of California and decided opinions on the great public questions of the day. He is an ardent supporter of the administration in its colonial policy, and, as might be expected, is strongly in favor of the Nicaragua Canal.

—With the Vanderbilts in mourning and the Astors inactive socially, a number of new candidates for the leadership of New York society are coming to the front. Besides the progressive Mrs. Nicholas Fish, the ambitious Mrs. Potter Palmer, and the stately Mrs. Ogden Mills, there is beautiful Mrs. William Watts Sherman, whose portrait is shown here. Mrs. Sherman is of a retiring disposition; social honors are hers by right of family and of record. She does not seek social leadership, but if the office falls naturally to her lot she will accept it gracefully, assuming all its responsibilities with the ease of one who has been accustomed to such leadership from birth. Mrs. Sherman, a pronounced brunette, was formerly Mrs. Carter Brown. She is in the glorious summer of her life, and has two lovely children, Alice and Mildred. Mr. Sherman is a millionaire and a member of all the prominent clubs. During the present social season the Shermans occupy their mansion, 838 Fifth Avenue.



HON. THOMAS ROBERT BARD, THE NEW UNITED STATES SENATOR FROM CALIFORNIA.

—Whether a state of war actually existed in Kentucky at any time during the recent gubernatorial difficulty is a debatable question, in spite of Governor Taylor's declaration to that effect, but there can be no doubt of the fact that Mr. Alonzo Walker, of Frankfort, actually enjoyed for a brief period the distinction of being a prisoner-of-war, and the only one to whom that honor was accorded during the period of alleged hostilities. In days of peace Mr. Walker pursues the innocent and useful avocation of a stenographer, and is said to be a first-class man at that business, having been in the employ of the late Senator Goebel and other high officials in Frankfort. It is said that his most intimate friends never suspected him of cherishing warlike ambitions or a martyr's crown, but when certain parties decided to serve an injunction on Governor Taylor, on February 2d, in the capitol, restraining him from interfering with the meeting of the Legislature in the state-house, Mr. Walker was selected as the fittest man to carry out that difficult and dangerous undertaking. He succeeded in passing the guards stationed around the capitol grounds, and penetrated as far as the Governor's office in the executive building, where he proceeded to tack the injunction notice on the door. This daring feat being performed, Mr. Walker was "just sliding for the door," as accounts have it, when he was ordered under arrest, seized by a band of soldiers, and carried to a place of confinement, a whole company of militiamen being placed over him to see that he did not escape. After being held for two days in durance more or less vile, Mr. Walker was set at liberty again, and has since walked the streets of Frankfort as free as any citizen in Kentucky. There is no reason for the belief that Mr. Walker will be asked to write a magazine article on his experiences during the late war at Frankfort, thrilling as they undoubtedly were.

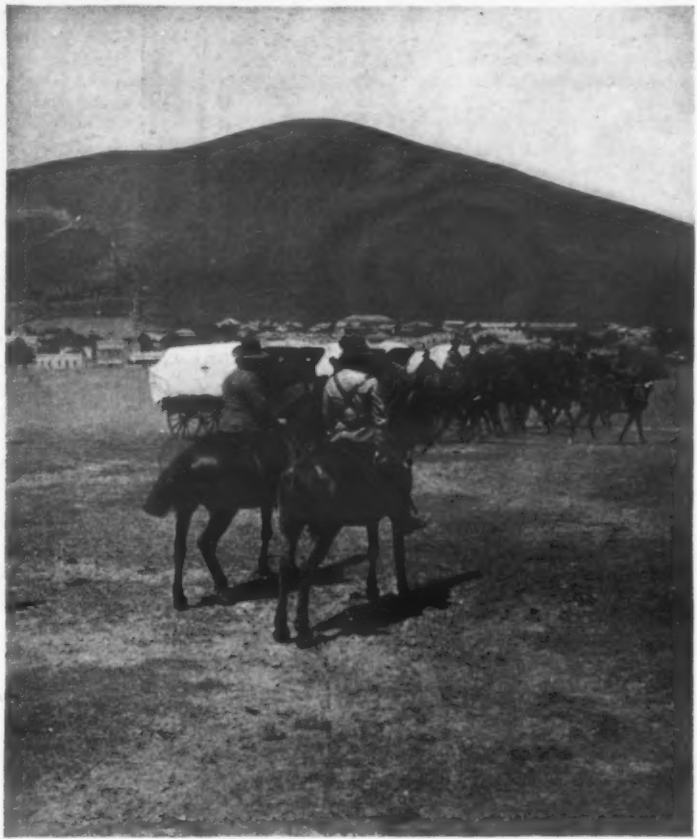


MRS. WILLIAM WATTS SHERMAN, ONE OF THE NEW LEADERS OF NEW YORK SOCIETY.

ALONZO WALKER, THE ONLY PRISONER-OF-WAR IN KENTUCKY. Photograph by Wolff.



ALONZO WALKER, THE ONLY PRISONER-OF-WAR IN KENTUCKY. Photograph by Wolff.



THE NEW SOUTH WALES MEDICAL CORPS MOVING TO THE FRONT FROM CAPE TOWN.

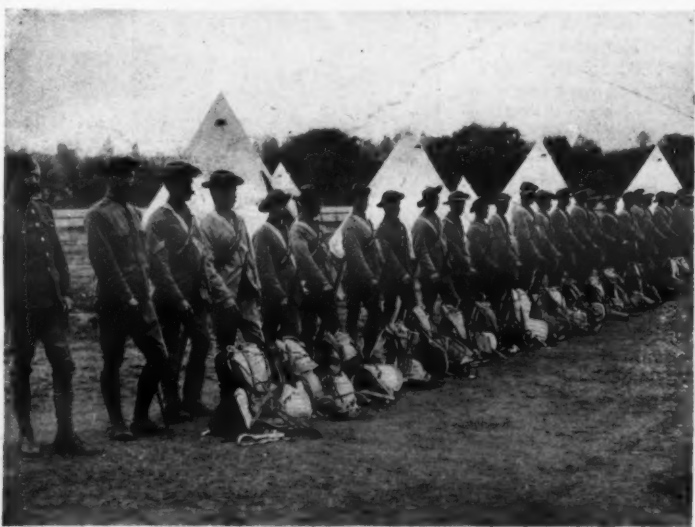


CANADIANS BREAKING CAMP FOR THE FRONT AT GREENPOINT, CAPE TOWN.

HOW GREAT BRITAIN'S COLONIES ARE RUSHING TO HER AID IN SOUTH AFRICA.—[SEE PAGE 147.]



CAMP OF THE BRITISH CARBINEERS, NEAR LADYSMITH, SHOWING THE HILLS WHERE THE BOER GUNS ARE PLANTED.



THE COLONIAL SCOUTS, THE BRITISH ROUGH RIDERS IN SOUTH AFRICA, AWAITING INSPECTION.



THE ENGLISH CARBINEERS AND THEIR RAPID-FIRING MAXIM GUN, AN EFFECTIVE WEAPON OF DESTRUCTION.

AT THE SEAT OF WAR NEAR LADYSMITH.

CAMPS OF THE BRITISH TROOPERS AND COLONIAL SCOUTS WHO ARE MAKING A BRILLIANT RECORD.—Photographed for "Leslie's Weekly" by William Laws Caney, Maritzburg.



MISS MANNERING, MR. MASON, AND MISS CAMERON, IN THE INTERESTING FIRST ACT OF "THE AMBASSADOR," THE DELIGHTFUL COMEDY AT DALY'S, NEW YORK.



THE PRIZE ENGLISH POINTERS AT THE DOG SHOW.



JUDGING DOGS IN THE RING AT THE TWENTY-FOURTH ANNUAL DOG SHOW AT MADISON SQUARE GARDEN, NEW YORK, WITH OVER TWO THOUSAND ENTRIES, UNDER THE AUSPICES OF THE WESTMINSTER KENNEL CLUB.—PHOTOGRAPH BY BURTON, HOFFMAN PHOTOGRAPH COMPANY.

BUSINESS CHANCES IN MANILA.—NO. 3.

GOOD OPPORTUNITIES FOR MEN WITH LARGE CAPITAL, OR FOR SYNDICATES, TO MAKE A HANDSOME PROFIT.

MANILA, P. I., December 24th, 1899.—There has all along been a conviction, here as well as in the United States, that by far the larger half of the American money earned in the Philippines will flow into the coffers of syndicates—by which term, in this case, I mean larger aggregations of capital than any man, or any two or three men, are likely to invest. And there are many bright prospects here for syndicates. Probably the largest and ultimately the most successful enterprise in which syndicates will engage will be the building or handling of railways. At present the only railway in the islands is the Manila-Dagupan line, running only a short part of the length of the western coast of the island of Luzon. With the onward march of the American government and commerce more roads will have to be built. It is equally certain that they will finally pay, and pay handsomely, if prudently managed, for there is a wealth of products in these islands which, under our vigorous form of life, must find outlet to the various ports for shipment to the other parts of the world. Yet in the present state of affairs it is impossible to predict between what points these railways will run, or in what parts of the islands there is greatest demand for them.

The country in and near Manila will, however, be ripe for exploitation by electric-railway syndicates by the time that investors in this branch of industry can get upon the scene, make their investigations, obtain their franchises, and get their initial work under way. Right here it is well to say a few words, parenthetically, as to the method of obtaining franchises. At present these franchises can be issued only with the approval of the Secretary of War. What rule will obtain after the next session of Congress has provided a system of government for the islands can only be conjectured. At present franchises may be had if the Secretary of War approves—and through no other channel. It is given out, out here, that seekers after franchises must be prepared to show urgent reasons for the granting of a franchise before Congressional action has provided another way of getting one. Moreover, it will be required of the applicant to declare very explicitly the limitations of the asked-for franchise.

It has been the fond dream of many American capitalists to "get in on the ground floor" of a scheme that shall aim to provide the whole city of Manila with one compact, monopolistic electric street-railway. It is the general opinion here, however, that such capitalists are doomed to a severe disappointment, and for a strange reason. It is doubted whether an electric street-railway would pay in Manila. Why? Simply because it is not believed that there is sufficient need for this means of conveyance about the city. There is already a street-railway in Manila. Its service seems adequate to the demand. Its cars are small and not over attractive; traction is furnished by furnished-looking ponies; but the fare on these cars is two cents Mex. Four of these pennies make five cents, and as Mexican money is taken at just half the value of American money, it follows that the street-railway fare in Manila is equivalent to a cent and a quarter of our money. Would any electric railway care to compete in price of fare? It may be urged that electric cars would be more speedy. The Spanish or Filipino resident of Manila is never in a hurry. Undoubtedly the electric cars would be more comfortable. But the old-time resident of Manila, unless he be something of a grandee, cares more for a few Mexican coppers than he does for a few minutes of increased comfort.

It is a question whether American residents—and at present they are numerically small—would care for the electric cars as a means of conveyance about the city. No system of street railways can be devised which can undertake to land a passenger before any door in the city. The carriages for public hire will do just that, and few people who understand the climate in Manila are willing to walk even a block or two in the sun, if it can be avoided. The *quilez*, a two-wheeled affair, which will hold four passengers with crowding, may be hired at a rate of forty cents Mex. for the first hour, and twenty-five cents Mex. for succeeding hours. At this absurdly low price, considering that the vehicle does not depend upon a track, but can be driven anywhere, it is extremely unlikely that electric cars could be made to pay in Manila.

Nevertheless, there is a field for electric cars, and a good one. It is to be found in any direction, north, east, or south of Manila. Real-estate men who have already come out here from the United States to look the field over declare that Manila is surrounded on three sides by some of the prettiest and most accessible country for suburban towns. As soon as the revolution is over and suburban life becomes a problem involving less danger, villages of American suburban residences will spring up as if by magic. Americans of wealth will settle in these new suburban villages, and electric railways will carry them to and from the city. These electric lines can be cheaply built at the low prices for skillful labor which prevail here. Farther up in the island, between the larger inland towns, there will be also abundant opportunity for promoters of electric traction. The case of San Fernando and Bacolor will suffice for an illustration. San Fernando is on the Manila-Dagupan Railway. Bacolor is four miles farther from the track. Both are large and important towns. A trolley line between the two would have a rich field of operation. Outside of Manila there are many promising locations for electric street-railways.

A brewing syndicate, powerful enough to crowd out native and Spanish competitors, can reap a rich harvest in the Philippines, especially on the island of Luzon, and more particularly in and around Manila. There is a brewery of considerable capacity in Manila. At first the American demand was all for beer of American brewing. Several large American concerns sent out agents. All these agencies thrived upon American thirst. Others than Americans began to call for the American beer. For a while it looked as if the native product would be crowded to the wall. Yet most outrageous prices were charged for the beer—twenty cents (American) for a pint, and forty

cents for a quart. Even at this tremendous price the American soldier drank the American product as if every day were payday. The breweries which dealt in the local beer sold it for ten cents (American) per glass, and in glasses which held nearly as much as the small American bottles. Gradually the American taste veered around to the native product. To-day the native product is highly popular, especially in the army, and is crowding American beer. That is not merely because the local beer is cheaper. An American soldier thus explained it to me:

"We've been here some time, and we've found out things. The native stuff is healthier to drink. American beer, fixed up for export to the tropics, must contain some chemicals that it doesn't have to have at home. These chemicals are not good for our stomachs, and we've found it out. The native beer is made right here in the tropics, and doesn't need the chemicals. It agrees with us better, and that's why we have changed around to it." These facts should prove of value to American brewing syndicates. There is money in beer-brewing out here. Even the local product sells for twice as much as it would in the United States. Before the American occupation, when there was not as heavy a demand for beer as in these days, dealers in the local product charged but fifteen cents Mex. per glass. Even then the local brewery thrived.

Another golden opportunity in the Philippines is to be found by some syndicate dealing heavily in good American refrigerated meat. Supplies can be had from Australia, but the product from there is poor, indeed, compared with the American article. American meat is to be had for American soldiers. Other American residents, as well as Europeans, cannot get it, though they hunger for it. An American meat syndicate could quickly build up trade with every civilized city in the islands, and at good prices. There is another line of trade of which doubtless comparatively little has been heard in America as yet. It is essentially a syndicate field, though small investors could go into it very well, provided no big syndicate came along to crowd them out. I refer to the export trade in *piña* and *jussi* cloths. People already in the Philippines are sending these things home to friends. Women in thousands of families already possess *piña* handkerchiefs, doilies, and scarfs, and *jussi* dress patterns. As these fabrics are not only rare, but beautiful, friends of the possessors will envy them and make inquiry for them at the dry-goods stores. Indeed, through newspapers which have found their way out here, we note that dealers in America are already advertising these fabrics and claiming to have them.

Paris already has a bowing acquaintance with the *piña* handkerchief; other European capitals are gradually following in her wake. In a few years the American woman who has not at least two or three *piña* handkerchiefs to show her friends will feel as poor as the woman who is too poor to possess an installment piano and bicycle. Here is a field in which a syndicate could reach out and secure a monopoly. The Filipino supply of *piña* and *jussi* is not large. One syndicate could control the entire output and still have time enough left to get into mischief. This syndicate could supply the American market, and, for some time at least, to the exclusion of the European market. Both fabrics are destined to become so popular that dry-goods stores can dispose, at good prices, of all they are likely to get.

Down in the Calle San Fernando is a busy little section of the street, where, on both sides, are tiny shops which hold Manila's whole supply of these fabrics. They are retail and wholesale shops combined, for in the *piña* district there is little distinction between the two terms. A buyer going there in the interest of some Parisian house does not pick out a *piña* handkerchief and say: "Give me your lowest terms on two gross, or four cases, of this style." Everything is bought by the single piece, whether you are prepared to invest five dollars or five thousand dollars. It is the same with *jussi* patterns. Find an article that you like, and you are likely to hunt the whole district through without running upon a duplicate. That is why all buying, no matter what the quantity desired, is done by the piece. It would be ideal work for a clever American woman. *Piña* is a filmy lace made with infinite patience and skill from the fibre of the pineapple-tree. *Jussi*, used over silk for dresses, equally filmy and more beautiful, is of banana fibre. In my next article I shall point out the special business openings in Manila for men and women.

H. IRVING HANCOCK.

Curious Aids in Modern Warfare.

THE novel and curious features and implements of modern warfare are brought to the attention of the general public in an interesting way in a report of the German army manoeuvres for the present year. The value of the bicycle for carrying war dispatches was a matter of extended experiment. The German soldiers selected for this duty are men who have undergone a special course of training and are equipped with leggings, cape, carbine, and revolver. They carry their dispatches in relays and hand them over to the next man in full career without dismounting. It is found to be extremely difficult to hit a bicyclist at full speed, especially when he bends down over the handles.

Motor cars were also tried in these manoeuvres for the first time, and with conspicuous success. The cars were provided with two seats, one for an officer and one for a driver. Under favorable circumstances a speed was attained of forty miles an hour. It is proposed to use these motor-cars hereafter as luggage wagons. The usefulness of carrier-pigeons for bearing dispatches was demonstrated, and also that of balloons. The latter were allowed to ascend about 3,000 feet and communication was established with them by means of a telephone. The balloons used were of an elongated shape and filled with hydrogen gas.

But more novel than anything else was the use made of dogs. The animals used were of the collie breed and highly intelligent. Their duties, as a rule, were to carry ammunition to the front

and dispatches to the rear. These dogs were trained by the Gardeschützen Regiment, composed of men instructed in forestry. From these statements, it is evident that the German army is determined to keep abreast of the times, if not ahead of them, in all the facilities for carrying on war with the greatest possible vigor and success.

The Old Valentine.

Poor little square, with lace begirt,
'Tis many years since you were new.
You're torn and tattered, soiled by dirt.
I scarce can recognize your hue.
'Mid musty documents concealed
You've slept until the lad's a man,
And now, by merest chance revealed,
Again your tender lines I scan:
"While in the day the sun doth shine,
And stars at night above you,
As long as there's a valentine,
So long, dear heart, I'll love you."

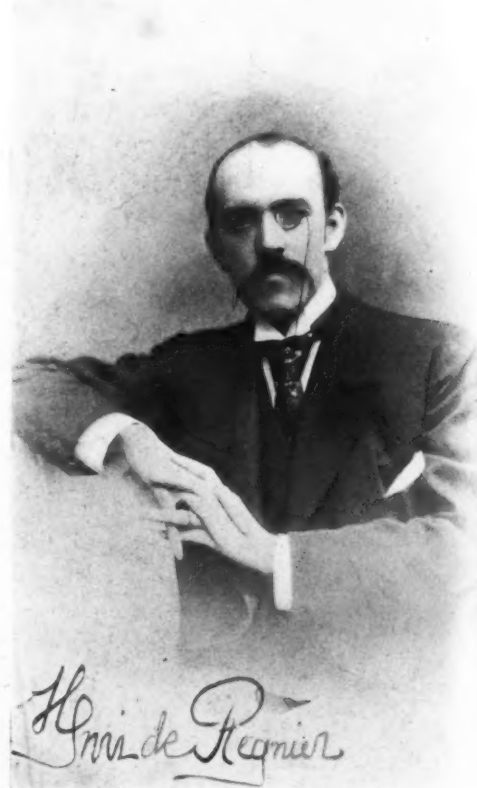
Across each corner flits a bird,
The prey he bears a tiny heart,
And in the centre—how absurd!—
A Cupid aims at space a dart.
The background was a vivid red
Just showing through the filigree,
And when inside my eyes are led
This sentimental verse they see:
"While in the day the sun doth shine,
And stars at night above you,
As long as there's a valentine,
So long, dear heart, I'll love you."

You scoff, and say still shine the sun
And stars upon this world below,
And valentines are like the one
I got some twenty years ago;
But she who made that silly vow—
Thank God, she's with me night and day!
Her name is slightly changed—but now
She's sanctioned by the law to say:
"While in the day the sun doth shine,
And stars at night above you,
As long as there's a valentine,
So long, dear heart, I'll love you."

EDWIN L. SABIN.

M. Henri de Regnier.

ALL students and lovers of literature and the highest form of literary art who were privileged to hear the lectures of M. Brunetière at Harvard University and elsewhere last year will



M. HENRI DE REGNIER, THE FRENCH POET WHO IS TO LECTURE IN THIS COUNTRY.

be delighted to know that that illustrious French critic and man of letters will be succeeded in the annual course of the "Cercle Français de l'Université Harvard" this season by no less a personage than M. Henri de Regnier, the author of "Sites," "Arethuse," and numerous other volumes of poems and short stories which have placed him in the first rank among modern French *littérateurs*. M. Regnier is certain to receive a cordial welcome in America, where his remarkable genius is widely recognized. The special object of his visit here will be to deliver a course of eight lectures on "French Modern Poetry" at Harvard University, beginning March 1st. He will also lecture at the Adelphi College in Brooklyn, at the universities of Columbia, Princeton, Brown, Chicago, and California, and at Vassar, Wellesley, Bryn Mawr, and many other colleges and schools in various parts of the country. M. de Regnier was made a chevalier of the Legion of Honor in 1897, and this year the French Academy has awarded him the *Prix Vitet* for his works. He is recognized in France as one of the leaders of the new school of poetry, devoted to the modification of the form and the spirit of French poetry, numbering among his associates such writers as Paul Verlaine and Stéphane Mallarmé. A few years ago M. Regnier married a daughter of José-Mariade Heredia, of the French Academy, herself one of the most gifted and beautiful women in France.

Great Britain's Fighting Colonies.

HOW THE QUEEN'S SUBJECTS THE WORLD AROUND HAVE VOLUNTEERED FOR THE SOUTH AFRICAN WAR.

WHATEVER one may think as to the actual merits of the campaign which Great Britain is waging in South Africa, no fair-minded man will withhold the meed of praise and admiration for the brave and loyal subjects of her Majesty Queen Victoria, who, from all quarters of her world-encircling empire, have promptly volunteered their services for the task of upholding British sovereignty in the region of the Modder and the Tugela. From the "coral strands" of India has come a dusky band to join in battle against the invading Boers; the hardy trappers, ranchmen, scouts, and cowboys of the Saskatchewan prairies, and the vast regions beyond to the frozen Mackenzie, have left their peaceful solitudes for the scenes of strife; Australia has responded to the call with her chosen and her bravest; New Zealand has hastened to the theatre of war with a body of her noblest sons, and solitary Jamaica, in the Caribbean, has given quick and generous response to the needs of the motherland in its hour of trial. Queensland, New South Wales, Auckland, Quebec, Nova Scotia, Malta, Ceylon, Hindoostan, from every corner of the globe where floats the union jack, from the tropics to the polar seas, the men of war have come, eager and glad to fight for the honor and glory of England's imperial crown.

No sooner, indeed, did the menace of war begin to hang over the British Empire, almost a year ago, than offers of help came pouring in to the English war-office from all the colonies in such volume that the imperial government was compelled at first to refuse many of them as not being needed at the time. Subsequently, however, as the fortunes of war have gone so sorely against the British forces in the field, the patriotic offers from the colonies have been accepted, and many of their troops are now at the scene of action.

It has been well pointed out by the supporters of the British policy in South Africa that this readiness of the colonies to make common cause with the mother-country in this crisis in her history is a strong attestation of the wisdom and justice of her colonial rule. No Canadian, Australian, or New Zealand interest has been directly attacked by the Boers, it is said. Business would go on and fortunes would be made in all these colonies, as before, whatever happened in and about the Transvaal. The colonists have come forward gladly and freely because they feel that they are a part of the empire, and that their material and political welfare is largely bound up in hers. It has been freely predicted in recent years that the feeling of independence was growing so strong in Canada and Australia that the people of these lands really cherished no love for England, and would be likely to desert her at the first good opportunity. Their conduct in the present crisis has certainly not verified that prediction. The strongest opposition to the war has been shown in Great Britain itself, and not in the colonies.

Not only the action of the colonists themselves, who so promptly volunteered for the war, but the feeling of the general public in Canada, Australia, and elsewhere, as manifested in the receptions they have accorded to the departing troops, has attested to their deep and hearty loyalty. In recent photographs and a descriptive article in the columns of *LESIE'S WEEKLY*, attention was called to the remarkable display of popular enthusiasm which greeted the Manitoba contingent of the Canadian battalion as they passed through lower Canada on their way to the front, and similar scenes were enacted at Melbourne, Australia, when the New South Wales contingent left that port for South Africa; and also again at Wellington, New Zealand, when the crack corps of that island took ship for the seat of war. Everywhere in these distant corners of the empire but one voice has been heard, and that has been in support of the imperial government from now on to the end.

Gossip from Washington.

WHAT ITS NOTED PEOPLE SAY AND DO—INTERESTING RECOLLECTIONS.

SPEAKER HENDERSON is extremely quick at repartee—almost as noted in this regard as his predecessor.



SENATOR FRYE, OF MAINE.

flash, Mr. Henderson turned to the mother of the women in question, a noted belle in her time and still a woman of much beauty. "Their mother is more beautiful than either," said the speaker, gallantly, than which there could have been no happier reply.

Apropos of Mr. Henderson's war experience, the following story was told by one of his colleagues at dinner the other

night, which illustrates as well as any of the stories concerning him his ready sympathy and tact: "In the days when Dave Henderson was a raw young lieutenant, and before he had lost a leg in the service of his country, he was called to a man who had been mortally wounded by the explosion of a gun. He found the poor fellow lying on the grass, swearing a blue streak at the unfortunate accident that would cost him his life, while a callow young chaplain, kneeling beside the wounded soldier, vainly expostulated with him for such blasphemy and besought him to pray, since he was about to be called into the presence of his Maker. The chaplain's exhortations had no effect upon the suffering soldier, however, who continued to swear more loudly than ever.

"Make way," ordered Henderson, and kneeling by the side of the soldier, he said in a voice as tender as a woman's: "Can we do nothing for you, my brave fellow?"

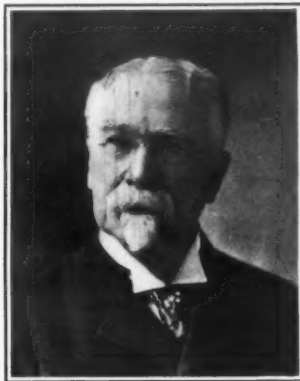
"The soldier looked up wistfully at the sound of the sympathetic words. 'I'm afraid it's all up,' he said, faintly.

"Well, if it is, my man, it must be a happiness and satisfaction to you to know that you died for your country. You are just as much of a hero as though you had been killed on the field of battle, and your name will always be revered. God help you, my brave boy!"

"Is that so? Is that so?" murmured the dying soldier. "It's a comfort, sir; it's a great comfort," and, holding the hand of his young officer, the poor lad died."

No one at the capital received so many gifts at Christmas and New Year's as the presiding officer of the House. Presents came not only from every part of the United States, but from across the water. Among the most cherished was one from the sisters of St. Joseph's Orphan Asylum, of which institution Mr. Henderson has been a constant friend and supporter; and a bunch of cigars from his club in Dubuque, Iowa. Every member of the club contributed a fragrant Havana, wrapped in tinfoil, tied with ribbon, and bearing his card with greetings and good wishes, to the package; even the servants, who have for General Henderson most ardent admiration, added their offering, and not the least appreciated of these weeds were those sent by the janitor and his associates.

Of all the dinner-givers at the capital, Senator McMillan, senior member of the upper House from the Wolverine State,



SENATOR McMILLAN.

together they made their adieu.

"I say," said one of the convives, "the admiral has learned to obey as well as command."

"Ah," remarked another, "if he had not learned to obey he would never have been able to command."

Baron Fava is the eldest member in point of service in the diplomatic corps, having served at this capital for nearly two decades, one of the most distinguished in appearance, and one of the most popular. Tall, straight despite his advancing years, handsome in face and graceful of carriage, he is a notable figure in every gathering, and suggests an English lord rather than an Italian grandee. So English is his appearance, indeed, that an unfledged youth, who knew Baron Fava only by sight, followed him to his tailor's one day, and when the ambassador had finished giving his order, requested the knight of the shears to duplicate it.

"That was a great inspiration of mine," he said to a companion when the suit with its broad shoulders and baggy trousers came home, "having the tailor of that old English swell make my clothes on the same model."

"Whose clothes did you copy?" asked his companion, a newspaper man acquainted with all the celebrities in town. The disgust of the youngster when he found that he had taken an Italian as a model instead of "a cousin English, don't you know," is not to be chronicled.

A recently-arrived member of the diplomatic corps—from one of the Latin races it is needless to recount—who regarded the daughter of the premier as a fashionable young woman only, expressed his delight and surprise on discovering she was a poetess, in the following words: "I zink I go kiss ze hand of a fashionable mondaine, but I bend my head, I bow my knee to a genius." Miss Hay would be the first to object to this fulsome praise, but it is not to be denied that this gifted woman possesses a high order of talent, which bears promise of rich fruition. The little volume, "Some Verses," that she published last fall, richly deserves the success it attained, and has given her friends, who look forward to the appearance of her next volume with keen anticipation, many pleasant hours.

While Mr. Boutelle, of Maine, may recover from his present illness, it is fairly certain he will never return to the House, where, because of his long experience and usefulness as chairman of the naval affairs committee, his place will be difficult to fill. The member from the fourth Maine district was a serious man, and did not often indulge in badinage; occasionally, how-

ever, he showed himself as apt at this game as any of his colleagues. In the last Congress, when the appropriation for the buildings at Annapolis was under discussion, Colonel Berry, of Kentucky, who is rather given to locution, frequently interrupted the chairman of the naval affairs committee, with what Mr. Boutelle regarded as irrelevant questions.

"When my friend gets through telling me what he does not



MRS. GAGE STARTING FOR A DRIVE.

know," remarked Mr. Boutelle, "I will tell him what I do know."

"It will not take you as long to tell what you do know," responded the Kentuckian, "as it will for me to tell you what I should like to know."

A titter from the galleries greeted this rejoinder, which was increased to loud laughter that required several raps of the speaker's gavel to silence when Mr. Boutelle retorted, "I certainly hope not."

There is no more straightforward and reliable man in politics than the president *pro tempore* of the Senate, William P. Frye, whose morals are as austere as those of his Puritan forebears, and whose word is as good as a Quaker's, which cannot be said of all his colleagues.

Some time ago a noted New-Englander came to the capital for the purpose of transacting some business, it matters little what, before one of the departments. It was necessary to obtain the co-operation of various members of Congress and Senators. Together with his attorney, he made a call on a certain distinguished solon who was most cordial, greeting the visiting Yankee as though he were his long-lost brother; he grasped him cordially by the hand, patted him on the shoulder, and altogether put him in a pleasant mood. Everything he asked the Senator to do was most willingly acceded to, and the amiable politician proposed to do even more than was requested of him. "There was nothing the matter with the project," he said; "of course he would indorse it that very day; would instruct his secretary to do so and so, and he would himself do so and so." The man from Yankeedom felt as if his object were attained.

"Fine, fine," he remarked to his companion, on leaving the Senator.

"Nonsense," responded that worthy. "Divide that by a hundred and you will find out just what that man will do, if he does anything. He is a jollier, and, while he partially means what he says, never gets the time to carry out his promises. He has a passion, however, for making people feel good."

His next visit was on Senator Frye, who was pleasant but business-like, and wasted no time in compliments. When the matter was presented to him he asked some terse questions. "Your project is a good one," he said, finally. "I will see the secretary."

"I congratulate you, old man," remarked the lawyer to his client, when they reached the pavement. "I congratulate you; your case is practically won."

"What do you mean?" asked his friend. "I am utterly discouraged. Mr. Frye did not seem to take near as much interest as Senator Blank, and he is the one I most depended upon."

"Nonsense, nonsense," responded his companion. "If Mr. Frye says he will do a thing it is done. His word is as good as another man's oath." And that, indeed, is the general reputation of the senior Senator from Maine.

Mrs. Gage is a believer in fresh air, and no woman in the Cabinet is more constantly seen upon the streets than the handsome wife of the Secretary of the Treasury. She rides in a victoria, which is not of the most fashionable model, but perfectly kept and appointed, drawn by two handsome gray horses. She has won the esteem of the colored gentry by selecting a dusky driver for her box rather than an English Jehu, and the gratitude of the Society for the Prevention of Cruelty to Animals in allowing her horses' tails to almost sweep the ground. But in this, as in everything, Mrs. Gage is noted for her practical good sense; she adopts none of the vagaries in vogue, neither does she make herself conspicuous by seriously offending against the prevailing fashion.

C. M. C.

For Amateur Photographers.

LESIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. Many of our readers have asked us to open a similar contest, and we therefore offer a prize of five dollars for the best amateur photograph received by us in each weekly contest, the competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and for that which bears a special relation to news events of current interest. We invite all amateurs to enter this contest. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for the return. All photographs entered in the contest and not prize-winners will be subject to our use unless otherwise directed, and one dollar will be paid for each photograph that may be used. No copyrighted photographs will be received.



REMAINS OF GENERAL LAWTON LYING IN STATE IN THE CHURCH OF THE COVENANT



PALL-BEARERS BRINGING THE CASKET FROM THE CHURCH.



THE IMPOSING FUNERAL CORTÈGE PASSING DOWN CONNECTICUT AVENUE—THE SPIRE OF THE CHURCH OF THE COVENANT IN THE BACKGROUND.
Copyright, 1900, by Burton, Hoffman Photograph Company.

A NATION'S LAST TRIBUTE TO THE GREAT AM

THE IMPRESSIVE FUNERAL EXERCISES AT WASHINGTON, WHICH WERE ATTENDED BY PRESIDENT



THE FLOWER-COVERED CASKET RESTING ON THE CAISSON, JUST BEFORE THE PROCESSION STARTED.



THE REV. CHARLES C. PIERCE, GENERAL LAWTON'S CHAPLAIN IN THE PHILIPPINES, READING THE IMPRESSIVE EPISCOPAL BURIAL-SERVICE AT THE GRAVE.
Copyright, 1900, by Burton, Hoffman Photograph Company.

AMERICAN SOLDIER, GENERAL LAWTON.

BY PRESIDENT McKinley AND THE LEADING OFFICERS OF THE ARMY AND THE NAVY.—[SEE PAGE 152.]

THE BICYCLE IN 1900.

THE OUTLOOK FOR THIS POPULAR SPORT IN THE CLOSING YEAR OF THE CENTURY—A REVIVAL OF INTEREST IN THE WHEEL—
LOWER PRICES AND BETTER MACHINES.

No review of the great inventions and remarkable achievements of the nineteenth century, now so nearly ended, will be complete that does not give adequate space to the origination and wonderful development of the bicycle industry, an industry that stands among the foremost in the amount of capital invested and the number of persons employed, and that ministers to the enjoyment and physical well-being of millions of people in all lands under the sun. And all this growth and development are covered by the history of hardly more than the last quarter of the century.

Year by year during this brief period the popularity of the wheel, as a source of innocent and healthful pleasure, has gone forward by leaps and bounds, each season witnessing some notable improvement in mechanism, some added convenience, some new appliances for safety, lightness, and speed, until it seemed as if the *ultima Thule* had been reached in these directions, and that human wit and ingenuity, backed by enormous capital and business enterprise, could do no more in the way of securing mechanical perfection.

And along with all this rapid advancement in constructive details has gone a steady decrease in selling prices until the bicycle, with all its pleasures and benefits, has been brought within the reach of people of all classes and conditions, of all ages and both sexes, and is as commonly used by the working-man to speed him to his daily task as by the millionaire for his morning recreation. There is no aristocracy of the bicycle; it is a democratic contrivance for the use of everybody who can appreciate its joyous and exhilarating influences.

But marvelous as has been the up-growth and development of the bicycle during the past twenty-five or more years, there is no sign that its rate of advancement has ceased, or that its popularity has yet reached its climax. On the contrary, there is every indication that 1900, this closing year of the century, will break all previous records as a bicycle year, both in the excellence of the machines that will be put on the market and in the number that will be sold and used by the people. It was the universal opinion of all the exhibitors, dealers, and bicycle enthusiasts and experts at the recent annual bicycle show in Madison Square Garden, that in beauty and perfection of style and finish, the bicycle patterns for 1900 were a long way in advance of anything yet devised, and it was the unanimous opinion also that the outlook for the trade this coming season was better than ever before. Good times had settled down to stay, and prosperity and the bicycle would ride out the century together, a happy pair.

These views concerning the outlook for 1900 are confirmed by an interview with Mr. Theodore F. Merseles, vice-president of the American Bicycle Company, who says:

Agents seem practically unanimous in prospecting that the coming year will be an exceptionally good one. Not only is this indicated by their correspondence, which is in many cases enthusiastic, but is amply borne out by the size of sample orders. These show an average increase of over eighty-five per cent., or, in other words, that where an agent ordered twenty bicycles last year to begin the season with, he this year starts out with nearly double that number, without any special inducements having been made to place stock orders.

The year 1899 was the best bicycle season since 1896, but advance orders thus far received by all the leading houses give the certain assurance that the present year will excel anything in the past.

As for the matter of prices and details of construction, some interesting facts may be given. Prices will be lower than they ever have been, and the wheels will be considerably lighter. A strong sentiment was manifested last year in favor of a lighter wheel. Accordingly, the 1900 roadster is in some cases as much as five pounds lighter than last season. In the chainless model the maximum cut in weight has been made. It is possible to add the latest attachments of coaster-brake and cushion frame to some of the chainless models and not increase the weight over that of the 1899 wheel. The belief is general that the chainless will be the favorite wheel of the year. One reason for this is that the experience of two seasons has demonstrated beyond possible doubt that the model is just as easy running as the chain wheel, if not, as many of its riders claim, more easy. That it is faster has been clearly shown on the track by the records made by McDuffie and others. These records defied the efforts of other riders on chain wheels; riders, too, who in other years showed quite as much speed.

The result of this latter showing was that a great number of racing cyclists, both professional and amateur, are planning to discard the chain wheel for the chainless. Some have already done so, as was seen during the week of racing at the Madison Square Garden. One reason for its superiority in this field is that the chainless answers more readily to a rider's effort to sprint, there is an absence of lost motion, and the gear requires less play than the chain and sprocket.

Tourists find the same characteristics an advantage on the road. After a somewhat lengthy period of theorizing, it has at length been demonstrated in practice that the chainless does really climb a hill far easier than a chain wheel.

In the matter of prices it may be said wheels will never be cheaper than they are this year unless there is a most radical improvement in the method of construction, involving a saving in cost.

As far as present construction is concerned the 1900 wheel is without doubt the best and strongest bicycle ever built. Weight is reduced at no point where its need would be felt in any contingency. The front forks are lighter because light, springy forks stand hard knocks better than heavy, rigid ones. A gauge of tubing, slightly reduced, has rendered an economy of weight in that direction possible also.

As far as outward looks go the 1900 wheel will be very similar to the 1899 model. There will be found less variation in the quality of the high-grade bicycles, and in a few types this naturally called for more improvement than in others.

The prices for full-size bicycles will vary from \$25 to \$75.

Some of the lower-priced wheels are the standards of many years, while the best in the entire line are cheaper than they have ever been. Racers can this year be bought for \$50. Chainless models, bevel-gear types, will sell for \$60 and \$75. Tandems for racing road use are to be had at \$75.

L. A. M.

The Bicycle as a Means of Exercise for Women.

* BY SARAH HACKETT STEVENSON, M. D.

I AM a convert; no prejudice could have been stronger than was mine against bicycling for women. The first woman I ever saw on wheels had short hair, wore bloomers, chewed gum, and leaned forward in the position of the "scorcher." The total ensemble was to me both ungraceful and disgraceful. But the more I studied into the question of exercise *per se*, the more I have become convinced that up to the present time nothing could take the place of the bicycle—what may be the inventions of the future no one can say.

The ideal exercise is one which brings into play all the important muscles of the body. Why is it important or necessary that muscles should be made to act? It is the function of muscle to contract—the muscular is the most contractile of all the tissues of the body—and if this function is not performed frequently and regularly the power is lost or enfeebled. During the contractions all the useless material in the muscle is, roughly speaking, squeezed out, also the blood-vessels and lymphatics are emptied and refilled; the circulation and respiration are quickened, and much waste material finds its way out of the system through the processes of expiration from the lungs and perspiration from the skin. Thus are internal congestions relieved. In congestion that portion of the blood which should be at the periphery of the body is using the central organs or viscera as reservoirs, where the blood-stream is slow and filled with waste—the so-called alkaloids and toxins. One of the first results of active exercise is to send the blood bounding to the surface, where it is, so to speak, drained or strained of its waste products; and the person exercising feels a buoyancy and sense of well-being, because his brain is supplied with clean instead of dirty blood.

Some one may now ask why this same end cannot be obtained by some kind of useful employment, real labor—why waste time and money on a bicycle when there is so much work to be done? Let us see why.

No occupation of which I know exercises all the muscles harmoniously—wood-chopping comes, perhaps, the nearest to this ideal. And thus Mr. Gladstone very scientifically preserved his health and prolonged his life, to say nothing of the judicious care he received from Mrs. Gladstone. But even in wood-chopping the muscles of the back are unduly extended, while the anterior muscles are unduly flexed, unless it were possible to swing the axe while the body is standing erect. At all events, wood-chopping can never become universal, especially among women. Other occupations exercise one set of muscles at the expense of the other, the laborers become stooped, one shoulder drops below the other, and as the body grows old we have a hemiparesis or a paraparesis, according as half the body longitudinally or horizontally has been used at the expense of the other half. Another serious objection is that nearly all labor is performed indoors in foul, dust-laden air.

It has been urged by physicians that housework for women might well take the place of the bicycle—especially have sweeping, dusting, and bed-making been urged. In my opinion brooms and feather-dusters should be banished from every house—they merely transform passive into active dust, to say nothing of the germs they send flying into the air to be inhaled along with the dust. Dust, wherever it is, should be wiped up. As to the dusty process of bed-making, even in the best-regulated homes, it can in no wise take the place of the bicycle as a health-giving exercise.

No class of people is in greater need of the benefits of the bicycle than is the laboring class. Besides the harmonious muscular development, it brings something equally precious, viz: diversion, pleasure, of whose value I shall speak later. Instead, then, of converting all the bicycle-riders into laborers—desirable as that surely would be—I should convert all laborers into bicycle-riders, both for their own good and for the good of their work.

Leaving the occupations or manual labor as all inadequate to develop a perfect muscular system, let us review some of the exercises that are sought for health or amusement, or both.

Probably among all these horseback-riding is the most popular. Physicians are particularly fond of prescribing it, perhaps in the same way they prescribe wine and a sea voyage—they sound well-to-do, and patients generally like horses, ships, and wine. Some great physician once said the best thing for the inside of a man is the outside of a horse. Yes, but the horse does the work—the rider's exercise is passive to a certain extent. It is like being swung in a hammock or taking a jolting Swedish movement out in the open air. One gets tired from riding and one's muscles become lame, not from use, but from cramped or strained position. The blood is made to circulate more freely and perspiration is induced, but not from general muscular contractions. In the case of women, the side-saddle enforces an unnatural or abnormal relation of the axis of the body to the saddle or the body of the horse. All physicians who have looked into the question advise the man's saddle both for safety and health.

For an even muscular development rowing and swimming are much nearer the ideal exercise than is horseback-riding. But the trouble with all these fine things is they are exclusive. Comparatively few can enjoy such blessings as wood-chopping, riding, rowing, and swimming—trees, horses, lakes, and rivers

do not grow in every man's back yard, to say nothing of our ten-story flats. The same is true of the various games, golf, tennis, foot-ball, etc.—great space of ground is needed and oceans of time—while in cycling one takes to the highway, free to all, and in an hour's time has passed from the din and dirt of the city into a new, clean world, while at the same time the old world within him is becoming clean and new. Take away the bicycle and there is almost nothing left the ordinary mortal in the way of healthful, pleasurable exercise, excepting walking and running; and it is well worth our while to consider whether these may not be converted into substitutes during those periods when the weather will not permit cycling—but this is another story.

I may be asked why I do not prescribe walking instead of cycling for women. This question has been well answered by patients themselves. I was urging a lady to walk as a relief from nervous worry. "No," she replied; "walking will not do, for I think while I walk, and if I am on a wheel I cannot think—my mind, for the time being, is absolutely at rest from worries." And I thought to myself the wheel is a much better sedative than bromides or opium. Such a nepenthe is surely worth while. So much for the nerves of women.

But I have testimony from the stronger sex also. A business man, who was carrying immense financial burdens, told me that insomnia was taking hold of him—that he could sleep during the first part of the night, but awoke in the very early morning—would lie and toss and think until his brain seemed on fire, and in that state went to his office daily. I prescribed an early ride on the wheel, as it was then spring-time. He made the same remark that while riding he stopped thinking, and it rested his head as no drug could possibly rest it, at the same time the exercise was doing all its fine work on his blood and muscles. After his ride, his bath, and his breakfast, he went to his office and the work there "did itself," he slept "like a top," and all the wheels within worked "like a charm" because of the wheel without.

This may be beneficial to the nerves, but how about congestions and inflammations? In acute cases people are generally too ill to sit up, much less to go out on a wheel, so we are not called upon to decide this question. However, it is quite safe to say that all such chronic conditions are benefited by cycling—the exercise is a much better derivative than is poultice or plaster. People who have tumors or abscesses would much better have them removed before attempting the wheel. The requisites on the part of the cyclist, then, do not include a perfectly sound body. One of my very first cases was given only three months of life by a lung specialist of much reputation; several hemorrhages had already taken place. The wheel and appropriate remedies have prolonged that woman's life ten years, not in a sickly, but in a strong, robust way.

One of the first requisites, whether the rider be delicate or strong, is moderation. Riding for speed subverts the very end of the exercise—it is like rowing or running or doing anything else for speed, it finally conquers the conqueror—and the most sickening, harrowing sight is the continuous race. The associations of wheelmen should do all in their power to suppress these public exhibitions of human idiocy.

Another essential, especially for women, is an appropriate dress, and there is no law against a gentleman also being appropriately dressed. I never could understand why it was necessary that a man should wear the garb of a circus clown in order to ride a wheel. In the past year or two the women have come nobly to the rescue in the matter of genteel dress. The short hair, the bloomer, and the chewing-gum have well-nigh disappeared. The plain cloth, medium length, medium width gown is no hinderance, and has the further advantage and economy of being a good rainy-day gown for walking.

Another essential is to learn how to ride. Many are riding without this knowledge. There are few mechanical principles to be observed. One is to have the gearing so arranged as to have the pedal on a level with the foot when the foot is extended.

Another is to have the saddle so placed as to bring the weight of the body directly over the pedal when the latter is at its lowest point.

Still another is to lower the handle-bars sufficiently to allow the body to bend forward slightly from the hips—not stooping from the shoulders, thereby compressing the lungs. Nearly all beginners bend the spine backward from the hips. As a rule, young children, if the gearing is correct, take the normal position.

Finally, the rider should sit, as in a chair, upon the bones or tuberosities of the pelvis, and should, on no account, allow the weight of the body to rest upon the tissues situated between these bony prominences. Indeed, the danger of serious injury resulting to children and adults from riding a saddle constructed in ignorance of correct anatomical principles is so great that it is always wise to refer the saddle question to a competent physician.

Beside the very important question of saddle is that of the wheel itself. It must be thoroughly well-made, of the best material, and it must not be too light. Too light a wheel gains no momentum, to speak of, while the jarring and vibration are very disagreeable, if not injurious. There must be a certain weight and solidity.

Finally, the wheel by its economy of money and time permits the rider to avail himself of new scenes and places, giving pleasurable sensations, the absence of which in exercise for the sake of health alone is the reason why health seldom responds to the call of such perfunctory exercise. The heart is not in it.

[* Dr. Stevenson is president staff National Temperance Hospital; professor of obstetrics Northwestern University Woman's Medical School; lecturer Illinois Training School for Nurses; consulting physician Chicago Woman's Hospital; consulting physician Erring Women's Refuge; attending physician Thompson Hospital; president Chicago Maternity Hospital; member International Association of Obstetrics and Gynecology, A. L. G. M.—EDITOR LESLIE'S WEEKLY.]

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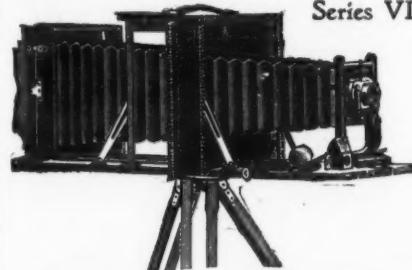
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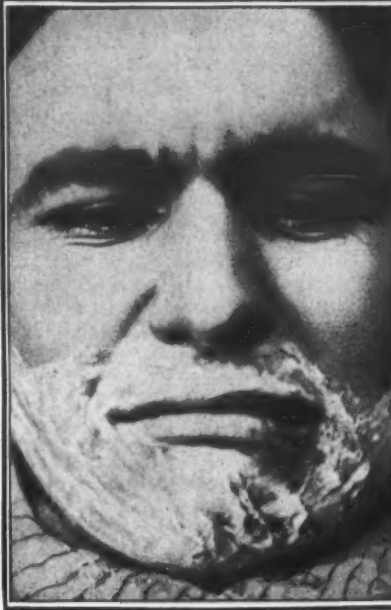
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The Drama in New York.

MARY SANDERS, who appeared in Boston recently in a new version of Dickens's "Old Curiosity Shop," by Harry P. Mawson, is a young actress



MARY SANDERS.

of whom much has been expected ever since she first adopted the stage as a calling. Miss Sanders belongs to that class of little women of the stage best typified in the past by Lotta. It was in a play founded upon the same material in which Miss Sanders made her stellar debut, and which also laid the foundation of Lotta's popularity and fortune. Miss Sanders has served a long and arduous apprenticeship, playing small parts with Crane, Willard, and other leading actors.

For the past four seasons Miss Sanders had been a member of the stock company at the Castle Square Theatre in Boston, playing all kinds of parts in over 100 different plays, from *Emeralda* to *Topsy* in "Uncle Tom's Cabin." It is this kind of experience which gives the actor-artist ease, repose, and authority. Miss Sanders's native city is Boston, where she has literally thousands of friends and well-wishers, who claim that she is the most popular actress there since the days of dear old Mrs. Vincent.

Just why the critics did not like Charles Frohman's production of the amusing farce-comedy, "Coralie & Company, Dress-makers," at the Madison Square Theatre, I do not understand. It is, of course, as all such French farces are apt to be, a good deal of a mixture of things comical and indiscreet, but it is lively and gay enough to keep an audience thoroughly amused from the beginning to the end of the play, and amusement, after all, is what the theatre-goer wants. Some have imagined that indecency is the preference of the amusement seeker, but this is a mistake. The success of "Ben-Hur" and of "The Little Minister" have abundantly demonstrated that fact. In "Coralie & Company," E. M. Holland has an eccentric character, which he depicts with much skill. Fritz Williams, as *Henri Lavell*, is clever. Nellie Butler, as *Clemence*, is fascinating, and Maggie Holloway Fisher, as *Laura*, the aunt, is unique and original. What may be made of a small part is happily shown in this play by May Galyer, as *Double Blanc*, the servant from the provinces. The portrayal of this odd character is remarkably good.

Those who decry the New York drama generally, are unfair. While there is plenty of the salacious and a little of the vile on our stage, there is much more that is gracious and good. I commend to my readers that delightful comedy, "Brother Officers," which still holds sway at the Empire, and which is one of the chief successes of Charles Frohman this season. We are indebted to Mr. Frohman, also, for the return of Maude Adams in "The Little Minister," at the Criterion, though her engagement is nearing its close. William Gillette, in "Sherlock Holmes," at the Garrick, also remains. He has made one of the best hits of the season, and his play is strong and clean, if not altogether wholesome. At the Knickerbocker, Nat Goodwin and Maxine Elliott are the drawing cards in Esmond's best production, "When We Were Twenty-one." This exquisite comedy should run until summer on its merits. The "Ambassador," at Daly's, with one of the strongest casts that can be seen in New York, is a pure and delightful drama, and "Ben-Hur," of which I have spoken heretofore, proves by the crush to see it at the Broadway that the stage profits by presenting the good rather than the bad. That old-fashioned country drama, "Way Down East," sweet and wholesome as ever, is filling the Academy of Music. After all, the preference of theatre-goers is manifested quite as much for the moral and uplifting as for the degenerating drama.

The stranger in New York who does not get a night at Weber & Fields' misses our most popular music-hall. Everything that the two remarkable comedians undertake to produce seems to succeed. If any one thinks it is the result of good luck and not of hard work, however, he is mistaken. In the close competition in their line of business in this city they have achieved success where others have failed, mainly because they have constantly and carefully studied the needs of the public and catered to the general taste for broad and uproarious and not necessarily vulgar humor.

No other city in the country offers a greater variety of attractive vaudeville shows than New York, and the continuous performances at Proctor's, Pastor's, and Keith's attract continuous crowds, especially of ladies and children, and strangers in New York who devote their leisure hours in the daytime to the variety halls and their evenings to the more pretentious and expensive play-houses.

JASON.

The Funeral of General Lawton.

IMPRESSIVE CEREMONIES AT THE NATIONAL CAPITAL.

NOT since the death of General Grant has any military leader departed this life whose going has caused deeper and more widespread sorrow among the American people than that of General Henry W. Lawton, killed by insurgent bullets at San Mateo, in the Philippines. Though comparatively little known at the outbreak of the Spanish-American war, General Lawton's conduct at El Caney and Santiago, and subsequently in the long and arduous campaign in the Philippines, won for him a foremost place among the great soldiers of the republic. The affection and esteem in which he was held by his comrades-in-arms, as well as by the people at large, received striking and abundant attestation in the funeral ceremonies at Manila and afterward at San Francisco, Chicago, and other points on the long and sad journey to his last resting-place at Washington.

The last rites over the fallen hero at the national capital, on Friday, February 9th, brought these farewell events to a fitting

close. The ceremonies were attended with every circumstance that could mark the genuine grief of the nation and the love of the people in whose service General Lawton had laid down his life. The funeral procession was the longest, it is said, ever seen in the streets of Washington.

The Church of the Covenant, where the funeral services were held, presented a beautiful and impressive scene. On the lid of the casket and heaped high above it were floral offerings from General Lawton's associates and subordinates in the army, from the President and members of his Cabinet, and from many citizens. Over the casket also hung the white flag of the Eighth Corps, which he commanded, draped with crape. The pulpit and the walls beyond were hidden by masses of palms and green vines. American flags hung from the ceiling to the four pillars in the body of the auditorium, draped with long strips of crape. The auditorium itself was filled with distinguished representatives of every department of the government, including the President and his Cabinet, Admiral Dewey, General Miles, and many others. Dr. M. Woolsey Stryker, president of Hamilton College, pronounced the funeral oration.

The procession to the cemetery at Arlington was witnessed by enormous multitudes at every point along the way. A wonderful feature of the parade was General Lawton's horse, shrouded in black, bearing the general's saddle, with the boots of the dead officer, crossed and reversed in the stirrups. Following in carriages were Mrs. Lawton with her fourteen-year-old boy, Manley, who had been with his father in several engagements in the Philippines, and other children and members of the Lawton family. One of the chief mourners was Lieutenant E. L. D. Breckinridge, who was wounded at San Mateo just before General Lawton was killed, and was borne to the rear by the general and some others.

The place of burial at Arlington was in the eastern section of the cemetery, south of the Arlington mansion and directly opposite the picturesque amphitheatre constructed by General Meade for the purpose of holding memorial services on Memorial Day. A short distance away is the plot laid out for the officers and soldiers killed in the war with Spain.

A Tip for Money-makers.

[NOTICE.—This department is intended for the information of the regular readers of *LESLIE'S WEEKLY*. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests.]

THERE is no disputing the preference of investors for railroad rather than industrial shares, and yet no railroad has ever made such large returns to its stockholders as the leading industrial, the Standard Oil, has done for its followers. Men of my acquaintance bought Standard Oil on my advice, as low as 170, have had more than thirty-per-cent. dividends per annum for years, and can now sell their stock at nearly \$550 a share. On the other hand, here is the Third Avenue Railroad, which a few months ago was selling at 240, and has recently dropped to 99; all of which goes to show that there is a choice of securities, both in the industrial and the railroad line.

"E." Augusta, Me.: Recommend none of the parties.
 "F." Newark, N. J.: I do not advise the purchase of Copper Cliff Gold Mining stock.
 "Doctor." Corpus Christi, Texas: All the information I am able to get is unfavorable to investment in the enterprise.
 "G." Amesbury, Mass.: Would have nothing to do with the stock of the Narragansett Gold Mining Company as an investment.
 "Miss L." Brooklyn, N. Y.: I had rather have, for investment purposes, the Keokuk and Des Moines first-mortgage fives than the preferred stock.
 "D." Chas. Lake, N. Y.: If prosperous conditions continue, the steel stocks should advance, and American Car and Foundry ought to reach the price you paid for it.
 "B." Gloversville, N. Y.: I would not advise the purchase of Sugar, especially the common, during this critical period preceding the date on which a decision regarding the next dividend may be expected.
 "Special." Colorado Springs, Colo.: You can buy any number of shares. (2) No bucket-shop can sell stocks lower than prevailing prices and thus close out its customers. If it does this it is done by trickery. (3) Consult any mercantile agency. (4) Ditto. (5) Twenty per cent.
 "Calvert." Baltimore: Would sell the Rubber on the first rise. (2) If you will hold your American Ice common, you will make a profit. Meanwhile it is earning and paying its dividends. (3) Leather preferred ought to reach the price you paid, unless prosperous conditions are materially impaired.

"S." New York: Considering your circumstances, I would advise you to keep your \$100 in a savings bank and not to trust it to the tender mercies of Wall Street. Those who go into Wall Street should not venture all their savings in speculation, and with such a small capital you can do very little in the investment line.

"Reader." St. Albans, Vt.: Of the stocks mentioned Union Pacific preferred at 75 offers the best inducements. (2) The condition of Missouri Pacific warrants a further rise. It would not surprise me if the report at its approaching annual meeting would show that it is approaching the era of dividends again. (3) Southern common is a good speculation, but I like the preferred better.
 "Vocalist." Youngstown, O.: Union Pacific preferred, I believe, will continue to pay its dividends. It is a fair investment. The common is speculative. I do not think its dividend will be increased very soon. (2) Baltimore and Ohio preferred is getting ready to pay dividends. I regard it with favor.

"H." Atlanta, Ga.: Keep your New York Central. You ought to get 150 for it before June. If what its best friends say regarding its prospects is true. (2) I think you will be able to sell your Baltimore and Ohio common without a loss. (3) The earnings of Southern Railway continue to increase. You bought the preferred at a high price, but I am inclined to believe that you can get out without a loss if you are patient, and have abundant margins. (4) I do not advise regarding wheat.

"D." Brockton, Mass.: I could not give you in time the advice you sought, because this column is usually written several days before it is published, sometimes a full week. This is necessitated by the slow printing of the fine illustrations in such a paper as *LESLIE'S WEEKLY*. Of the stocks you mention for speculation, I think well of American Ice and Norfolk and Western. For investment, Canada Southern and People's Gas. (2) Central Oil is not dealt in here, and I am unable to obtain the information you desire.

"D." Milwaukee, Wis.: This party writes to "Jasper" to ask about placing money with a number of persons in New York who offer to speculate for a share of the losses and who recommend to their customers certain brokers as reliable, sagacious, and conservative. I repeat what I have frequently said before, that no high class stock brokerage concern in New York is engaged in this sort of business, and I advise "D." and all the rest of the readers of this column to shun the sharks of Wall Street as they would shun the bunco man.

"E. H." Middletown, N. Y.: It would take too much room to answer your question in detail. The mills of the American Woolen Company are well located and are earning considerable money. At this writing the preferred sells at about 82, and the common about 26. The stock was originally sold on the basis of par for the preferred, with a bonus of one-half of the subscription in common stock, so that the selling price at present is less than the original cost of the stock to promoters. The preferred pays seven per cent., and in good times can easily earn this amount.

"Investor." Dubuque, Ia.: I do not believe in Kansas City, Pittsburg and Gulf stock at present prices. It is to be assessed, and before the reorganization is thoroughly completed it may sell considerably lower. Of course the reorganizers have it in their power to sustain its price. The Peoria, Decatur and Evansville sells at so small a figure that one who buys it is certainly assured that his loss cannot be very heavy. But it is a gamble and nothing more. (3) Among the railroads which promise an advance are Southern Pacific and Missouri Pacific. For a long-time investment I would take the former.

JASPER.

Life-insurance Suggestions.

THE forty-ninth annual statement of the Phoenix Mutual Life, of Hartford, Conn., an old and conservative company, which has attained notable success under the administration of President Jonathan B. Bunce, makes disclosures which will not be displeasing to its numerous stockholders. During the past year the policies in force in the Phoenix Mutual increased by nearly 4,000, and now aggregate over 35,500, representing insurance to the amount of nearly \$58,000,000, an increase during 1899 of not far from \$7,000,000. The gross assets of the company at the close of last year were \$12,250,000, and the surplus was over \$540,000. It is always interesting to observe the manner in which the assets of a life-insurance company are invested. The statement of the Phoenix is extremely creditable. Almost exactly one-half of its assets is loaned on first mortgages of real estate, perhaps the best security that could be chosen. The company owns a million dollars' worth of real estate, and has between three and four million dollars invested in city, municipal, and railroad bonds and stocks of the best character. The claims by death outstanding are merely nominal, as the Phoenix has the reputation of making prompt and satisfactory settlements. The report is well worth the attention of my readers.

Unusual interest attached this year to the statement of the Equitable Life Assurance Society, not only because it was the fortieth annual statement, but also because a preliminary announcement foreshadowed to the policy-holders an unusually gratifying exhibit. That expectations have been more than met is obvious. President James W. Alexander reports the total assets of the Equitable at the close of last year at the enormous aggregate of \$280,191,000, with liabilities of \$219,000,000, and a surplus of over \$61,000,000. The receipts of the company during the past year were over a million dollars a week, and the disbursements to policy-holders were nearly half a million weekly. Over a quarter of a billion dollars' worth of assurance was applied for in this one company during 1899, and the new assurance issued aggregated \$203,301,000, bringing the total outstanding assurance at the close of last year up to the unparalleled figure of \$1,054,416,000. The enormous assets of the Equitable have been most carefully invested. The best proof of this lies in the fact that \$160,000,000, invested in national, State, municipal, and other bonds and securities, show an appreciation over their cost, or what would be ordinarily termed a profit, of almost \$14,000,000, while loans secured by bonds and stocks aggregate \$17,000,000, and by bonds and mortgages \$37,000,000. Nearly \$38,000,000 is invested in profitable real estate, and the Equitable reports cash in banks and trust companies drawing interest aggregating over \$18,250,000. This is a statement of which every Equitable policy-holder should be proud. But it is what might be expected from a company whose directorate includes such eminently successful financiers as John Jacob Astor, John A. Stewart, Brayton Ives, August Belmont, Levi P. Morton, John J. McCook, James H. Hyde, Chauncey M. Depew, Cornelius N. Bliss, and others of the highest standing.

"Guardian," Boston: Your lawyer may be right, but if your policy reads as you give it to me, I would consult some one else.

"Marion," Indianapolis: Twelve hundred dollars is altogether too little. You are entitled to the full earnings of the policy. The company is solvent, and I would not hesitate to bring suit against it.
 "G." Fort Ethan Allen, Vt.: I have answered your inquiry several times in this column. I would not transfer my policy. Better drop it and take one in a good, strong, old-line company, like the New York Life, the Mutual Life, the Equitable, or a half dozen others that might be mentioned.

"D." Yonkers, N. Y.: If you can obtain insurance in one of the strong old-line companies, I would advise you to drop the policy which it is proposed to transfer, and do business with one of the best and most substantial companies that you can find, one in which security will be absolutely guaranteed.

"F. R." Kansas City, Mo.: You are wise in getting out of the fraternal assessment concern. Your unpleasant experience with increasing assessments as you have grown older is precisely what every member of these organizations has passed through, or will pass through if he survives. In an old-line company your policy grows more valuable every year.

"O. K." Council Bluffs, Ia.: The best results of an insurance policy can only be decided at the expiration of the term of the policy. Your argument, therefore, cannot fairly be made. I believe in the great sound companies, because, in the end, they will continue to be great and sound, while many of their smaller competitors will fall by the wayside, the victims of severe competition or of injudicious management.

The Hermit.

For Dyspepsia

Take Horsford's Acid Phosphate.

DR. T. H. ANDREWS, late of Jefferson Medical College, Philadelphia, Pa., says: "A wonderful remedy which gave me most gratifying results in the worst forms of dyspepsia."

The Teething Period

is the trying time in baby's life. Proper feeding then is most essential. To secure uniformity of diet use Gail Borden Eagle Brand Condensed Milk. Book "Babies" free. Borden's Condensed Milk Co., N. Y.

Alaska Worker

GAINED FORTY-FOUR POUNDS BY LEAVING OFF COFFEE AND TAKING POSTUM FOOD COFFEE.

SOME people in Alaska have work to do. A widow woman, Mrs. Adda Crossley, of Juneau, says she has been doing the cooking for eight men through the winter, and during the summer for fifteen more. She went to Alaska an invalid, and had been in poor health four or five years before going. It seems that her sickness was caused and kept up by the use of coffee. When she finally discovered the real cause, she abandoned coffee, and finding Postum Cereal Coffee in the stores, took up its use.

She says: "I commenced using it once a day for two months, then twice a day. I only weighed eighty pounds when I started, and could hardly get up and down the stairway. After leaving off coffee and beginning the use of Postum I took up the work for eight men. I improved steadily, and in December last weighed one hundred and twenty-four pounds, which is more than I have weighed for twenty years. My face is round and ruddy. Friends say if it was not for my gray hair I would pass for thirty very easily. There is no doubt that the words on the famous trade-mark, 'It makes red blood,' are true."



HOME OF GEORGE TAYLOR, ONE OF THE SIGNERS OF THE DECLARATION OF INDEPENDENCE, AT EASTON, PENN. THE SCENE OF PATRIOTIC MEETINGS DURING THE REVOLUTION.—E. M. Roberts, Cincinnati



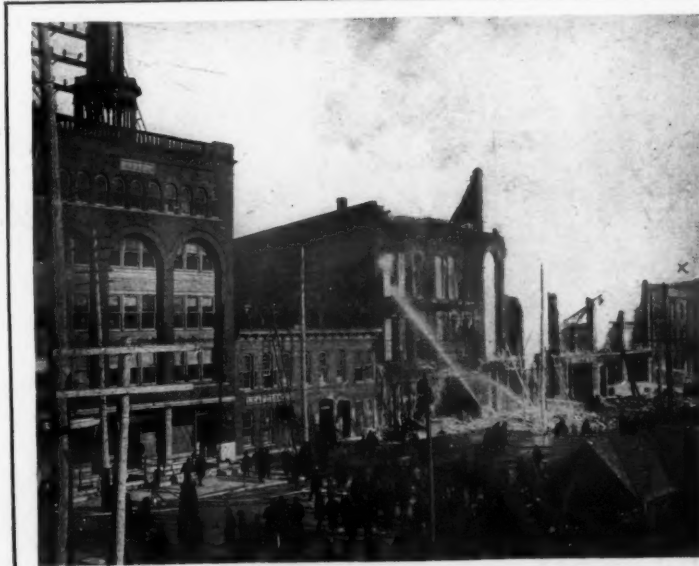
ICE-COVERED RUINS OF THE BURNED AROMA SPICE COMPANY'S BUILDING, ST. LOUIS, JANUARY 31ST—LOSS, \$100,000.—Jos. Zervig, St. Louis.



THE LITTLE GEORGE WASHINGTON OF THE TWENTIETH CENTURY.—L. E. Offutt, Memphis, Tenn. (The prize-winner.)



HEADQUARTERS OF WASHINGTON AT NEWBURG, N. Y.—C. Archibald Kings, Brooklyn, N. Y.



DAYTON'S HALF-MILLION DOLLAR FIRE, FEBRUARY 1ST. F. W. Blum, Dayton, O.

OUR AMATEUR PRIZE PHOTOGRAPHIC CONTEST—TENNESSEE WINS.

[SEE ANNOUNCEMENT ON PAGE 147.]



"TOM" COOPER, OF DETROIT. WINNER OF THE ONE-MILE PROFESSIONAL.



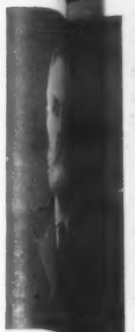
MAC FARLAND, ONE OF THE FASTEST OF PROFESSIONAL RIDERS.



A. G. SPALDING, OF NEW YORK.



R. PHILIP GORMULLY, OF CHICAGO.



ALBERT G. SPALDING, PRESIDENT OF THE NATIONAL BICYCLE ASSOCIATION.



A SUNNY AFTERNOON ON THE RIVERSIDE DRIVE CYCLE PATH—GRANT'S TOMB IN THE BACKGROUND.



A. E. GEORGE, AMATEUR CHAMPION OF SOUTH AFRICA.



ARTHUR W. ROSS, NEWARK, N. J., AMATEUR FIFTEEN-MILE WORLD CHAMPION.



NEW YORK'S FAMOUS RIVERSIDE DRIVE, SHOWING PATH OF CYCLISTS AND PEDESTRIANS.



A FEW MINUTES' REST ON CONEY ISLAND'S CYCLE PATH.



THE DAILY CROWD OF BICYCLISTS AT CONEY ISLAND.

THE GREATEST AND MOST POPULAR OF A

SOME OF THE FAMOUS MEN WHO HAVE PLACED THE BICYCLE WITHIN THE REACH OF THE MASSES, AND PHOTOGRAPH



B. LINDSAY COLEMAN,
PRESIDENT AMERICAN BICYCLE CO.



THEODORE F. WERSELES,
NEW YORK.



TAILLANDIER, AMATEUR CHAMPION OF FRANCE.



"MILE-A-MINUTE MURPHY."



PATH WITH PEDESTRIANS, BICYCLES, EQUESTRIANS, AND CARRIAGES.



SCENE ON "THE CIRCLE" AROUND GRANT'S TOMB ON THE HUDSON, THE MOST ATTRACTIVE SPOT FOR NEW YORK BICYCLISTS.



FRANK KRAMER, ORANGE, N. J., THE AMERICAN AMATEUR CHAMPION.



JOHN NELSON, OF CHICAGO, THE WORLD'S 100-KILOMETER CHAMPION.



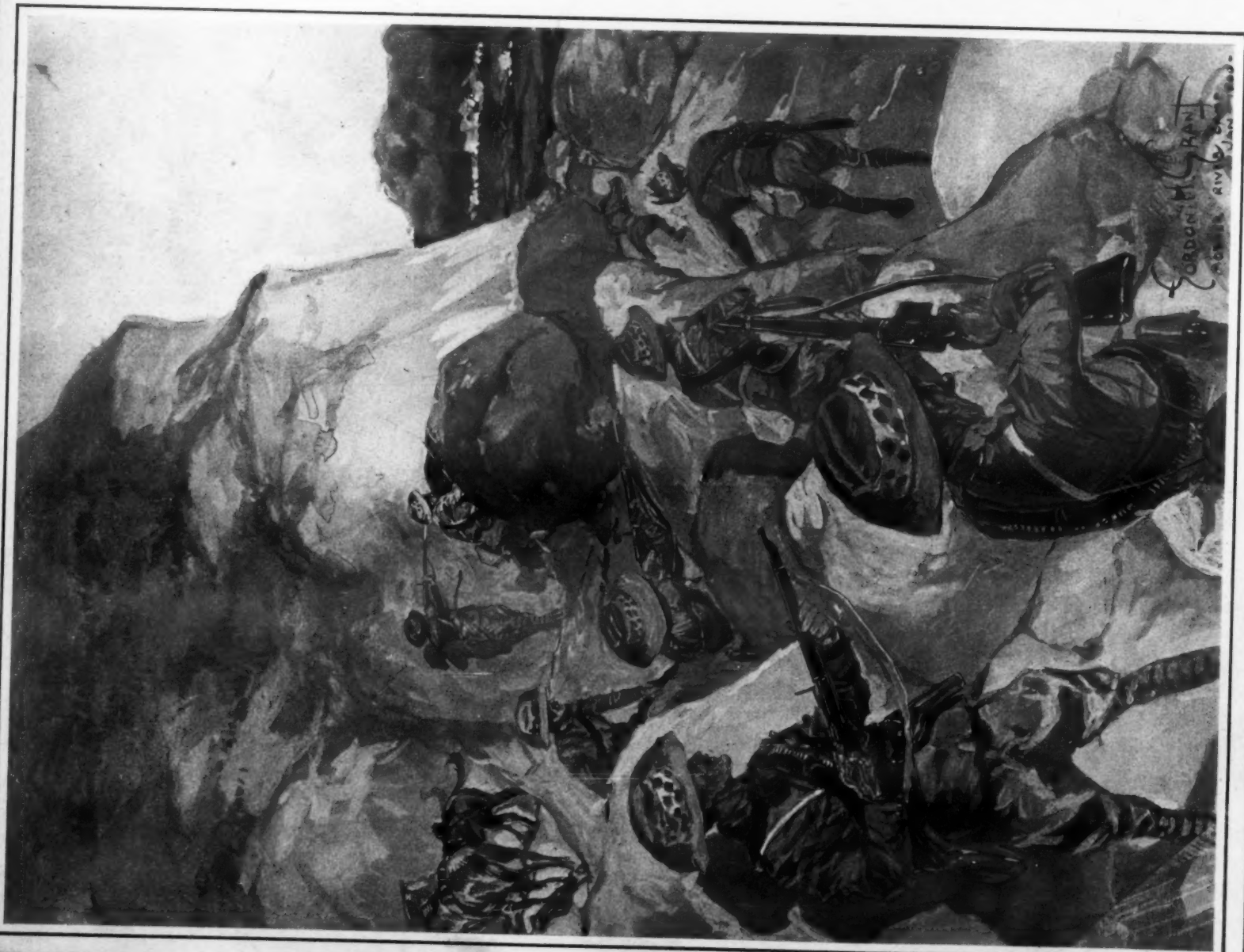
ENTRANCE TO PROSPECT PARK.



"WHEELMAN'S REST," AT THE END OF RIVERSIDE DRIVE, NEW YORK.

OF ALL AMERICAN OUTDOOR SPORTS.

AND PHOTOGRAPHS WHICH INDICATE POPULAR APPRECIATION OF ONE OF THE MOST USEFUL MODERN INVENTIONS.



THE FAMOUS REMINGTON SCOUTS IN SOUTH AFRICA EXCHANGING GREETINGS WITH BOER OUTPOSTS. A scene of daily occurrence in the Modder River campaign. These scouts are colonial born, understand the South African country, and wear a strip of leopard's skin around their hats.

DRAWN IN THE MODDER RIVER CAMP BY OUR SPECIAL ARTIST IN SOUTH AFRICA, GORDON H. GRANT.



SEAFORTH HIGHLANDERS SIGNALING THEIR APPROACH TO BELMONT. How the heliograph is utilized effectively by the British in the Modder River campaign.



**"Boys, its the * * * *
COLUMBIA CHAINLESS
everywhere this year." * ***



The nicked "Face Plate" on the Columbia Chainless crank bracket is destined to become as familiar a sight on city streets and country roads as the Columbia "Name Plate" is to-day.

The Columbia Chainless for 1900, reduced in weight and greatly improved, is the only bicycle perfectly adapted to all conditions of riding. For the business man, the woman rider, the tourist, the racing man, it is equally desirable.

COLUMBIA, HARTFORD, STORMER and PENNANT

Chain wheels for 1900 are unequalled by any bicycles at their prices. All of these machines carry our regular guarantee.

Prices, \$75, \$60, \$50, \$35, \$30, \$25.

**American Bicycle Co., POPE SALES DEPT.,
HARTFORD, CONN.**

Columbia and Stormer catalogues free of any Columbia or Stormer dealer, or by mail for two cents each

CRESCENT BICYCLES

WHEN you pay your money and make your choice of wheels, be sure that you get a choice wheel. Don't select a wheel of uncertain value. Take a Crescent. If there was anything better in wheeldom, we should be making it.

Bevel Gear Chainless Models, \$60.
Adults' Chain Models, \$25, \$26, and \$35.
Boys' and Girls' Models, \$25.

Send for Crescent Catalogue.

STERLING CYCLES

"Built Like a Watch."

NOT built like a dollar watch, but like a full-jewelled, hundred-dollar time-piece. There is not a bearing nor a part in the Sterling that does not have careful inspection before assembling the wheel. The Sterling bicycle wears like a watch, too.

Bevel Gear Chainless Models, \$75.
Roadsters, \$40; Light Roadsters, \$50.
Tandems, \$75.

Send for Sterling Catalogue.

**AMERICAN BICYCLE CO.,
Western Wheel Sales Dept.,
501 Wells St., Chicago, 36 Warren St., New York.**



A Royal Mount



MONARCH

The Bicycle for the Millions.

For the Lawyer.
For the Doctor.
For the Minister.
For the Teacher.
For the Merchant.
For Women.
For Boys.
For Girls.

ALL that is best in Bicycle-Making is combined in the Monarch Wheels. * * * * *

Bevel Gear Chainless, \$60.
Roadster, \$30. Racer, \$50.
Light Roadster, \$40.

Send for 1900 Monarch Catalogue.

**THE AMERICAN BICYCLE CO.,
MONARCH SALES DEPARTMENT,
Chicago, Ill. 20 Warren St., New York.**

THE USEFULNESS OF THE BICYCLE FOR EVERY DAY LIFE

There is no vehicle so useful and no means of exercise so enjoyable, so beneficial to the health, so easily within the reach of all, so convenient in so many ways, as the BICYCLE. * * * * *



IMPERIAL Wheels

Are high-grade, but not high-priced. * * * * *

Elegant, reliable, light-running. Their medium price suits all.

\$25, \$30, \$40, \$45.

American Bicycle Co.,
SPALDING SALES DEPT.,
83 Chambers St., N. Y.

American Bicycle Co.,
Ames & Frost Sales Dept.,
Chicago, Ill.

CRAWFORD Bicycles

FOR 1900

Are the best Crawford's ever built. Radically new in prominent features. * * *

\$40, \$30.

**JUVENILES,
\$20 and \$25.**

SPALDING SALES DEPT.,
83 Chambers St., N. Y.

SPALDING

Bevel Gear Chainless Bicycle

Has won its way by inviting the severest tests. Price, * * *

\$75.00.

**CHAIN MODELS,
\$40 and \$50.**

American Bicycle Co.,
SPALDING SALES DEPT.,
83 Chambers St., N. Y.

American Bicycle Co.,
Ames & Frost Sales Dept.,
Chicago, Ill.

Ideal



Wheel 55.

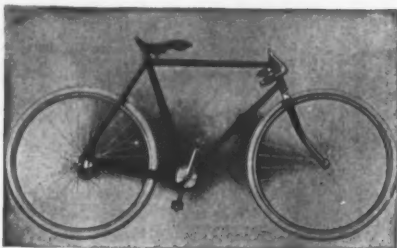
Bicycles

Ideal Bicycles are all that the name signifies—the best of their class. They are Ideals in name, Ideals in fact, and Ideals in price.

PRICES:

\$20, \$22.50, \$25, \$26, \$30, \$31, \$35, \$36.

CLIPPER



Model 6.

Bicycles

The Bevel Gear Chainless Clipper runs easier, will wear longer, requires less care than any bicycle we ever made.

PRICES:

\$40, \$50, \$60, \$75.

**American Bicycle Company,
GORMULLY & JEFFERY SALES DEPT.,
CHICAGO, ILL.**

NEW YORK OFFICE
939-945 Eighth Ave.

BROOKLYN OFFICE:
Flatbush Ave.

STEARNS BICYCLES

THE rigid inspection of every part which enters into the construction of Stearns Bicycles insures enduring satisfaction.

A good mount means a contented mind. And a contented mind is worth a good deal more than the difference between the low price of a flimsy wheel and the fair price of a first-class wheel.

Bevel Gear Chainless, \$75. Tandem, \$75.
Roadster, \$40. Light Roadster, \$50.
Racer, \$60. Cushion Frame, \$60.

Send for 1900 Catalogue of Stearns Bicycles, Free.

American Bicycle Co.,
STEARNS SALES DEPT.,
Syracuse, N. Y.

STYLE
& SPEED
STRENGTH

BARNES CYCLES

Like a Trusted Steed,
win the hearts of their riders.

Strong, speedy and beautiful, their white frames carry delighted riders like a Pegasus. A ride on a Barnes Cycle is a ride on a thoroughbred.

Send for a Catalogue and mark their fine points.

AMERICAN BICYCLE CO.,
STEARNS SALES DEPT.,
Syracuse, N. Y.

"Keep your eye on the CRIMSON RIMS"

... The Proof of a wheel lies in the riding, not in the say-so of the makers. We are willing to stand or fall by the opinions of the thousands who have ridden SYRACUSE BICYCLES in past seasons.

Syracuse Roadster, \$40.
Light Roadster, \$50.
Racer, \$50.
Syracuse 1900 Catalogue Free.

AMERICAN BICYCLE CO.,
STEARNS SALES DEPT.,
Syracuse, N. Y.

SYRACUSE BICYCLES

That Means Quality

CLEVELAND BICYCLES

EVERY rider of a Cleveland Bicycle points with pride to the name-plate. That tells the whole story—every piece and part of the wheel is made on honor. The Cleveland name-plate stands for every excellence in Bicycle construction.

Bevel Gear Chainless, \$75.00. Prices, \$40.00 and \$50.00.
SEND FOR THE NEW CLEVELAND CATALOGUE.

AMERICAN BICYCLE COMPANY,
LOZIER SALES DEPARTMENT,
CLEVELAND, OHIO.

THE BEST NATURAL TONIC IS A "Featherstone" Bicycle

The bracing Spring air will benefit you more than medicine ever could. Ride the FEATHERSTONE because it is safe and easy-running—just the wheel to suit people who want a reliable and comfortable bicycle.

Roadsters, \$25 and \$35.
30-inch Wheels, - \$40.

Featherstone Catalogue Free.
AMERICAN BICYCLE COMPANY,
Featherstone Sales Dept.,
Chicago, Ill.
48 Warren Street, N. Y. City.



C. M. MURPHY ON A TRIBUNE

rode a full mile in 57 4-5 seconds, the fastest mile ever ridden, proving the great strength, speed and easy-running qualities of the TRIBUNE.

It is a fast, staunch, reliable bicycle for track or road.

Men's and Women's Wheels, \$40 to \$75

Send for Catalogue.

AMERICAN BICYCLE COMPANY,
FEATHERSTONE SALES DEPARTMENT,
CHICAGO, ILL.
Eastern Branch, 48 Warren St., New York.

THE LITTLE SOLDIERS IN YOUR BLOOD.

The part which the corpuscles of the blood play in making good the loss occasioned to the body by wear and tear, and in carrying off the effete or worn-out material, has been compared to the part played by a soldier. The corpuscles of pure blood are our soldier-friends, who repair the worn-out tissues of the body, and fight against disease-germs. The first condition for good health is pure blood, and that can only be obtained and kept by taking pure food and drink.

Adulterated food-stuffs and drinks are the pests of the modern market, and all too often health considerations are sacrificed to apparent cheapness. If you would have a pure drink, take cocoa; but let it be a pure cocoa, such as Van Houten's, which is highly digestible, extremely soluble, and of most delicious taste. It is cheap, too, for it costs less than a cent a cup.

It is easily made; it has an attractive aroma; and it contains more nourishment than an equal quantity of the best beef-tea.

**BE SURE YOU TRY
VAN HOUTEN'S Eating CHOCOLATE.**

\$18 to \$35 Weekly
and
EXPENSES.

AGENTS AND SALESMEN WANTED
Men and Women—
At Home or Traveling.



Alexander Smith, of Ind., made \$927.50 first 6 months. Albert Hill, of N. J., \$238 first month. John Hannibal, R. R. conductor, \$634. Mr. Muncy, of Texas, made \$12.50 first 2 hours. Rev. L. McDaniel made \$300, besides preaching. Carrie Williams, clerk, made \$144 in 6 weeks. Mrs. Hitchcox, of Calif., \$222. Miss Sutton, \$394. Lida Kennedy, of Pa., \$84 while teaching.

LET US START YOU—Be a money maker. We are spending \$350,000.00 advertising our new 1902 style Square Quaker Folding Turkish Bath Cabinet in more than 1200 of the largest and best papers, creating an enormous demand right in your section, which we want you to supply, take care of for us, and also appoint sub and local agents.

Our Agents made over \$47,000 last month.

Just think of it! No experience needed—only a little nerve and energy. Failure impossible. Every energetic man or woman makes \$5.00 to \$10.00 every day.

WE ARE AN OLD-ESTABLISHED FIRM—been in business for years. Capital, \$100,000.00. Do just as we agree. No scheme, fraud or fake methods. Our cabinet is a wonderful seller. Used and recommended by over 1,000,000 satisfied people. Demand is enormous—25 millions will be sold. Everybody buys. Send your address any way to

WRITE US TODAY (stating age, experience, town or county wanted) For Our Liberal Proposition, New Plan, Proofs, etc., **FREE.**

The WORLD MANUFACTURING CO.,
1183 World Building, Cincinnati, O.
[We recommend above firm as thoroughly reliable.—Editor.]

MAULE'S Up-to-date Collection of 10 New Sweet Peas



Every lover of flowers will want these charming new Sweet Peas.
Coquette. Deep primrose, tinted purplish rose.
Countess of Powis. Orange suffused with purple.
Dorothy Tennant. Beautiful deep rosy mauve.
Gray Friar. Watered purple on white ground.
Mara. Bright fiery crimson. Self color.
Meteor. Bright orange salmon with pink wings.
Shahzada. New. Dark maroon, shaded purple.
Stanley. The best dark sweet pea. Deep maroon.
Stella Morse. Hooded flower. Color primrose and pink.
The Bride. Large pure white flower. Exquisite.

One Packet
of each
only
20c

One packet of each of the above, 10 packets in all, for only Ten 2c. Stamps. I will pay \$50.00 in cash to the purchaser who sends me the best 20 flowering sprays grown from the above collection. My new catalogue for 1902 is pronounced by all, the brightest and best seed book of the year. It contains everything good, old or new, with hundreds of illustrations, four colored plates, cultural directions, and \$2,500.00 in cash prizes. Mailed free to all who request it.
WM. HENRY MAULE, 1711 Filbert St., Philadelphia, Pa.

THE PRETTY GIRL.

*** A NEW BOOK. ***

A collection of pictures of beautiful women, artistically printed on plate paper and tastefully bound in an illuminated cover.

Price, 25 Cents.

YOU WANT IT.

Sold by your bookseller, by all hotel news-stands, and by the boy on the train; or you can obtain it by remitting 25 cents in coin or stamps to the publishers.

THE PRETTY GIRL pictures are from drawings made by some of the most famous of "Judge's" artists. They have never been published in book-form before. The little sketches printed herein are reproductions in miniature of some of the illustrations appearing in THE PRETTY GIRL.

Only a limited edition of this attractive book has been published. Order it at once through your bookseller if you do not wish to miss it.

JUDGE COMPANY, Publishers,
110 Fifth Avenue, New York.



PLAUSIBLE.

GEORGE WASHINGTON (of to-day)—"Did you chop down that cherry tree?"

GEORGE, JR. (of to-day)—"Naw; yer might know it wuz me little brudder."

GEORGE, SR.—"Explain."

GEORGE, JR.—"Well, ef I'd er done de choppin' I'd er bin round an' nailed yer fer me dough fer doin' de work long afore dis."

FLORIDA.

TWO WEEKS' TOUR VIA PENNSYLVANIA RAILROAD.

The second Pennsylvania Railroad tour of the season to Jacksonville, allowing two weeks in Florida, will leave New York and Philadelphia February 20th.

Excursion tickets, including railway transportation, Pullman accommodations (one berth), and meals en route in both directions while traveling on the special train, will be sold at the following rates: New York, \$50.00; Philadelphia, Harrisburg, Baltimore, and Washington, \$48.00; Pittsburg, \$53.00, and at proportionate rates from other points.

For tickets, itineraries, and other information apply to ticket agents, Tourist Agent at 1196 Broadway, New York; 4 Court Street, Brooklyn; 789 Broad Street, Newark, N. J.; B. Courlander, Jr., Passenger Agent Baltimore District, Baltimore, Md.; Colin Studds, Passenger Agent Southeastern District, Washington, D. C.; Thomas E. Watt, Passenger Agent Western District, Pittsburg, Penn.; or to George W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

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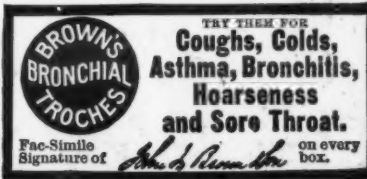
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SCHOOL-MASTER—"Robert, what were the peculiarities of costume in George Washington's day?"
 ROBERT—"Cocked-hats, knickerbockers, pumps, and smart buckles."
 SCHOOL-MASTER—"Thomas, what were smart buckles?"
 THOMAS—"The ones George's father socked him with fer cuttin' down his cherry-tree, sir."

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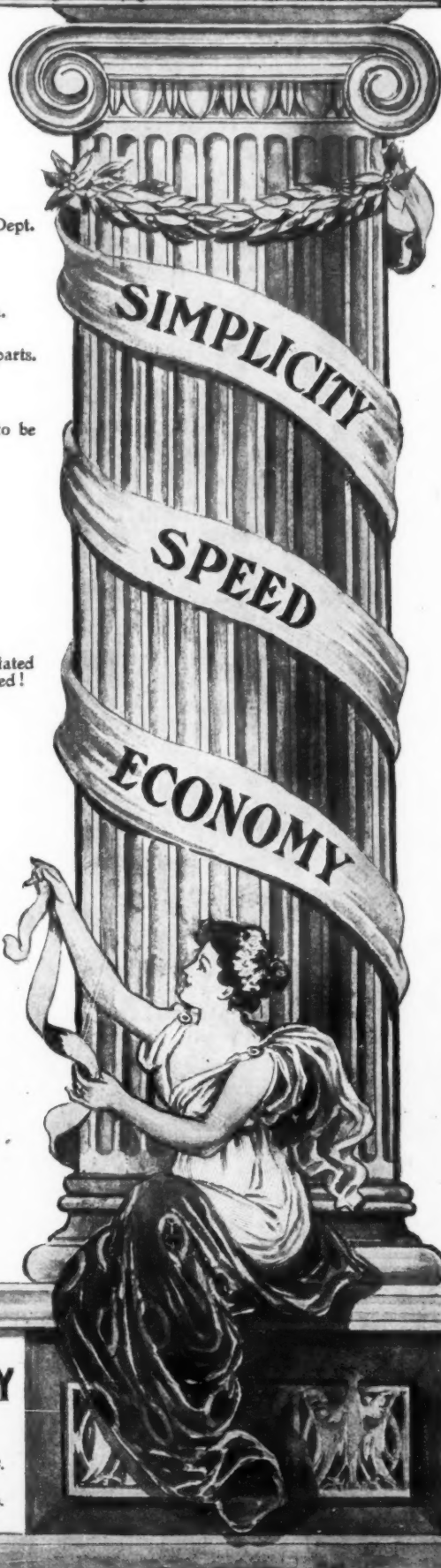


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FORTIETH ANNUAL STATEMENT OF

The Equitable Life Assurance Society

OF THE UNITED STATES,

For the Year ending December 31, 1899.

ASSETS.	
Bonds and Mortgages.....	\$36,994,231.92
Real Estate, including the Equitable Building and purchases under foreclosure of mortgages.....	24,914,870.61
United States, State, City and Railroad Bonds, and other investments, as per market quotations Dec. 30, 1899 (market value over cost, \$13,717,213.45).....	159,969,062.00
Loans secured by Bonds and Stocks (market value Dec. 30, 1899, \$21,418,995.00).....	17,134,800.00
Policy Loans.....	2,671,489.17
Real Estate outside the State of New York, including purchases under foreclosure and office buildings.....	13,717,356.50
Cash in Banks and Trust Companies at interest.....	18,271,871.74
Balances due from agents.....	643,128.99
Interest and Rents due (\$100,774.22) and accrued (\$494,121.65).....	594,895.87
Premiums due and in process of collection.....	3,005,246.00
Deferred Premiums.....	2,274,334.00
Total Assets.....	\$280,191,286.80

We hereby certify that, after a personal examination of the securities and accounts described in the foregoing statement for the year 1899, we find the same to be true and correct as stated. The stocks and bonds in the above statements are valued at the market price December 30, 1899.

FRANCIS W. JACKSON, Auditor.
ALFRED W. MAINE, 2nd Auditor.

LIABILITIES.	
Assurance Fund (or Reserve) on all existing policies by Society's valuation (Computation by N. Y. Insurance Department \$216,225,257. See Superintendent's certificate).....	\$216,384,975.00
All other Liabilities.....	2,688,834.03
Total Liabilities.....	\$219,073,809.03
Surplus.....	\$61,117,477.77

In the foregoing Statement the rate of interest assumed for the future in computing the reserve on each class of policies corresponds with the rate which was employed in computing the premiums on the same, as stated in the Superintendent's certificate below.

If, in computing the Reserve on all outstanding policies, it should be assumed that only 3 per cent. will be realized in the future, the Surplus Assets, after deducting all liabilities, would be \$38,903,704.

The Society holds a larger amount of Assets in excess of Total Liabilities than any other life assurance company in the United States or Europe on similar computations.

All interest actually realized in excess of the rates assumed, will be added to surplus for the benefit of the policyholders.

An apportionment of profits will be made as usual to policyholders during the year 1900 in the manner specified in their respective policies.

We hereby certify to the correctness of the above statement.

J. G. VAN CISE, Actuary.

R. G. HANN, Assistant Actuary.

STATE OF NEW YORK, INSURANCE DEPARTMENT, ALBANY, January 31, 1900.

I hereby certify that, in accordance with the provisions of Section Eighty-four of the Insurance Law of the State of New York, and in conformity with the rates assumed in the calculation of premiums on the policies so valued, I have caused the policy obligations of the Equitable Life Assurance Society of the United States, outstanding on the 30th day of December, 1899, to be valued as per the Combined Experience Table of Mortality, at four per cent. interest; and by the American Experience Table of Mortality, with interest at three per cent., and at three and a half per cent., as assumed in premium rates; and I find the same to be \$216,225,257.

LOUIS F. PAYN, Superintendent of Insurance.

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